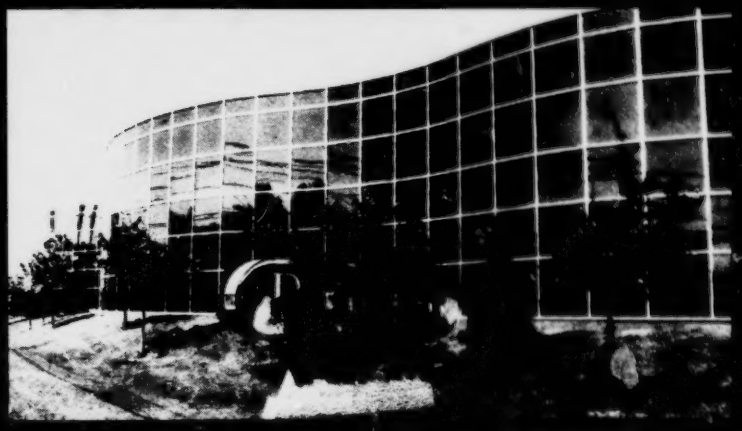

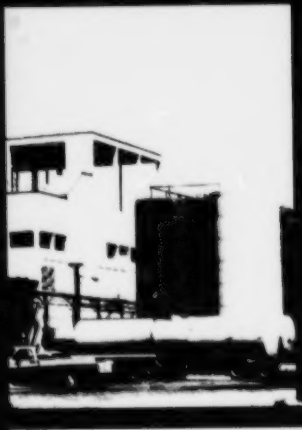
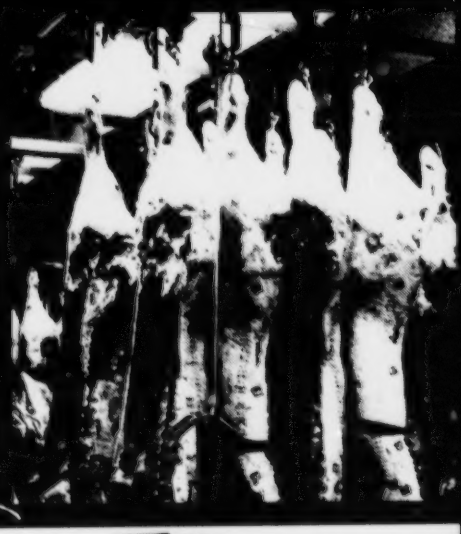

PART II OFFICIAL PLAN
FINAL RECOMMENDATIONS

STOCKYARDS INDUSTRIAL DISTRICT

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN, COMMISSIONER
JUNE 1986

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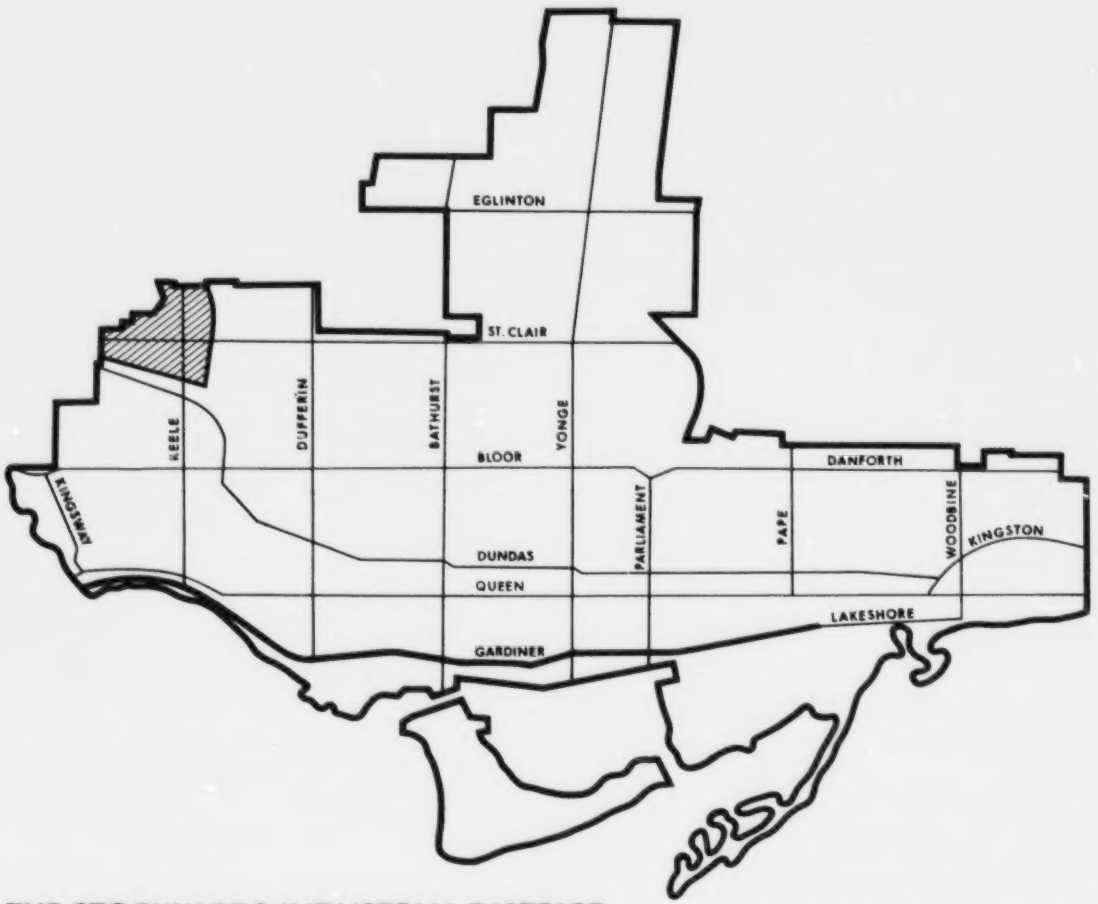

THE STOCKYARDS INDUSTRIAL DISTRICT IN THE CITY CONTEXT

Part II Official Plan
Final Recommendations for the Stockyards Industrial Districts

Stephen G. McLaughlin
Commissioner of Planning and Development
June, 1986

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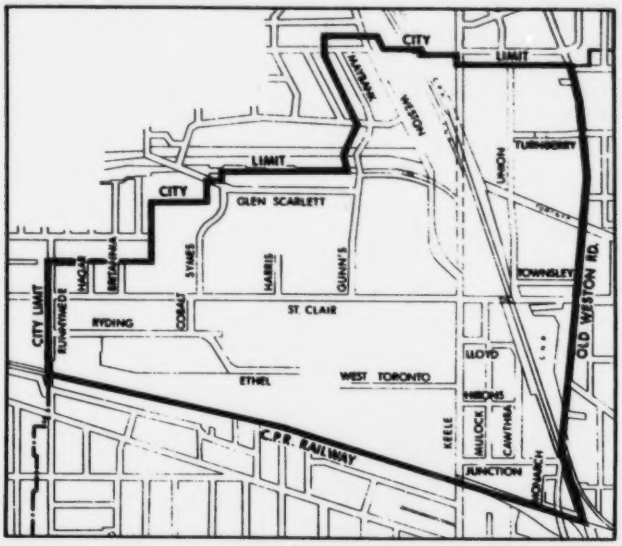
1. BACKGROUND

1.1 Introduction

This report contains the final recommendations for a Part II Official Plan for the Stockyards Industrial District. The study area includes all lands located west of Old Weston Road and north of the CPR tracks, as far as the City limits.



In April, 1984, the City of Toronto Planning and Development Department published the report, Stockyards Industrial District Part II Official Plan Proposals. The Proposals Report was discussed at a public meeting held by the Planning Advisory Committee on September 19, 1984. Subsequently, four additional public meetings were held by the Committee to discuss specific sub-areas within the overall study area. The Proposals Report was generally well received at these public meetings. This report, containing the final recommendations, is a follow-up to the Proposals Report and has been prepared in consideration of comments and submissions received from the public. Where appropriate, modifications and refinements have been made. The report recommends the preparation of draft by-laws to give effect to the recommended changes to the Official Plan and Zoning By-law.

The Final Recommendations report is the culmination of the Stockyards Industrial District planning study, part of a larger review process which began in the early 1970's. At that time, the City was experiencing an accellerating decline of industy. Following a series of reports and studies, the City adopted new policies favourable to industry in general, with the aim of arresting the exodus of industry and attracting new industry to the City.

The Stockyards Industrial District was identified as one of the key industrial areas of the City requiring a review of the existing Official Plan and zoning regulations. The importance of industry in the Stockyards Industrial District cannot be over-emphasized. The largest concentration of meat-packing firms in Ontario has been established in this area since the early years of the century. The meat products manufactured here are distributed throughout south-western Ontario and as far away as Montreal and the western provinces, as well as internationally. The area also contains some of the largest industrial employers within the City of Toronto. This plan has, therefore, been prepared within the context of the City's industrial policy, the needs and objectives of the industries in the area, and local considerations such as environmental effects.

2. SUMMARY OF THE PROPOSALS REPORT

The policies in the Proposals Report (April, 1984) are aimed at maintaining the area as an important industrial area, recognizing its unique function as the centre of the meat-packing and related industries of Ontario. At the same time, the report also recognizes the viability of the small pockets of housing interspersed throughout the study area and proposes policies aimed at preserving and enhancing these areas. This section contains a summary of the land use context, the proposed Part II Official Plan policies and the proposed zoning for each of the main areas of issue within the Stockyards Industrial District. The format of this report follows the format of the Proposals Report.

2.1 The Ontario Stockyards and the Meat Packing Complex

The Ontario Stockyards and the "meat-packing complex" are the core of this large industrial area which contains a total of 120 firms. The meat-packing complex itself consists of 17 firms involved in the processing of meat and meat by-products, the largest such concentration in the Province of Ontario. Together with the Ontario Stockyards, which are also the largest and most important such facility in the country, they employ over 3,000 people. The St. Clair/Keele area has historically functioned as a regional "meat terminal" serving hundreds of buyers from the greater Metropolitan area and beyond.

The Proposals Report recognizes that the Ontario Stockyards which, in one form or another, date back to 1903, have historically been the key determinant of the character and identity of the area. The Proposals Report also recognizes that the meat-packing industry, as a whole, has historically formed the foundation of much of the industrial base in West Toronto for a number of reasons. These reasons include the historic development of the industry, its geographic location and the enconomic importance the industry has attained due to its magnitude, including economic linkages and a vast employment base.

The Proposals Report therefore reaffirm the area as suitable for a wide range of industrial uses and for the meat-packing industry in particular. The general effect of the existing zoning, C4 with C1

uses not permitted, is reaffirmed. Technically, it is a different zoning system since the Proposals Report replaces the "C" system of industrial zoning with the "I" system. Consistent with an important by-law passed in 1977, By-law 220-77, which prohibits commercial uses (C1) within any area zoned for industry, the zoning that is proposed in this plan (I4) also permits all classes of lighter industrial uses (I1, I2 and I3) but not commercial uses. Even though this area is buffered from the major residential areas by semi-ravine lands, established parkland, railway yards and by lighter industrial areas, it does not mean that individual firms would not be subject to pollution controls. In the future, the area where I4 industrial uses (such as the meat-packing complex) are permitted, would be expanded eastwards as far as Union Street in recognition of the existing uses that are located in this area. This area would be designated as a Heavy Industrial Area in the Part II Official Plan.

2.2 Other Types of Industry

In addition to the stockyards and the meat-packing complex, the district contains a number of other important industrial zones with some 100 firms employing an additional 4,000 people. These areas form a continuous belt completely surrounding the meat-packing complex and heavy industrial uses, shielding them from the residential areas. Industries within these areas range from light warehousing and workshops to automobile repair shops and a variety of manufacturing activities. Under the proposed Part II Official Plan, they are to be designated partly as a General Industrial Area and partly as a Restricted Industrial Area.

These areas would be generally zoned I3, a category also permitting lighter industry (I1 and I2) but not heavier uses (I4) nor commercial uses. The general effect of the proposed zoning would be similar to the effect of the present zoning. Some areas, however, would be zoned I2 so as to permit only light industry due to the proximity of areas of housing. Building height would be restricted to 14, 23 or 30 metres (45, 75 or 100 feet) depending on the location. Most industrial buildings in these areas would be allowed to have a floor area equal to a maximum of 5 times, the area of the lot, as at present. Some would be restricted to 2 times, which could be increased to 3 times through the approval of a rezoning application by City Council. All industrial buildings would have significant expansion opportunities. The area, as a whole, appears to have substantial industrial development potential.

2.3 Residential Areas

2.3.1 Residential Uses in Low Density Residence Areas

Since the study area is primarily an industrial area, not only is the residential component very small, it is also scattered into six pockets, mostly at the periphery of the area. In fact, four of the six groupings of homes are really peripheral parts of other residential communities which extend into the study area's boundaries; the other two pockets are isolated, being completely surrounded by industry.

The Proposals Report recognizes all viable and stable residential areas, designating them as Low Density Residence Areas. The existing residential zoning would also be reaffirmed with the following changes. The total allowable floor area would be increased from 0.6 to 1.0 times the area of the lot and the existing R2 Z2 zoning would be changed to R3 Z3. These changes would allow more flexibility for owners wishing to build additions and would also permit uses such as convalescent homes, etc. Restrictions on the required setback from the front lot line would be reduced but a height limit of 12 metres (38 feet) would be established. Under certain conditions, retail stores and small restaurants would be allowed on specific sites within the residential areas, but only through the approval of a special rezoning application by a property owner.

2.3.2 Residential Uses in the Keele/Hirons/Mulock Area

One area of housing, the Keele/Hirons/Mulock area, would be affected more than the rest by the proposed Plan. All the houses in this area are presently zoned industrial which means that no new houses or additions can be built without special permission (rezoning application) from City Hall. Existing houses can, however, be torn down and replaced by industry. The Proposal Report recognizes that because of its isolation, this area is not a viable residential area in the long term and should continue as an area in transition from housing to industry. However, it also appears appropriate in the short term, to grant these homeowners some relief from adverse zoning conditions in order that they may enjoy some of the flexibility and development rights as other homeowners. The Proposals Report, therefore, proposes that most of the homes in this area be zoned residential but that they be designated as part of the General Industrial Area in the Part II Official Plan. Changes from residential to industrial would be allowed, under certain conditions, while changes from industrial to residential would not be allowed. Under the proposed Official Plan, in the long term, the existing residential would not be allowed to expand. Industry would generally be encouraged.

2.4 Commercial Area

Retail and other commercial activities are presently allowed only in two areas: St. Clair/Runnymede, and St. Clair/Old Weston Road. Residential uses are also permitted although they are on the decline. The Runnymede Road area is particularly mixed in character with retail, automobile-related uses, light manufacturing, warehousing and residential uses being interspersed throughout the strip. On St. Clair Avenue West and Old Weston Road the main activity is retail.

The Proposals Report recommends that both of these areas be designated as General Use Areas. The Runnymede area would be zoned CR L2 U200, permitting commercial, residential and a limited number of light industrial uses, in effect, recognizing the existing land use pattern. The Old Weston Road area would be zoned IC D2 L2, permitting only light industrial and commercial uses. A height limit of 12 metres (38 feet) is proposed for both of these areas.

2.5 Parkland

The Proposals Report proposes that Runnymede Park be designated as Open Space in the Official Plan and that its present zoning be retained so as to preserve it as parkland. A need for a new park has been identified in the Hirons/Mulock area and it was recommended that the City consider acquisition of land for this purpose. Similarly, the report proposes that the city lease or acquire for parks purposes, a vacant parcel of land owned by the Board of Education at 2352 St. Clair Avenue West. These parks would be of benefit to both residents and workers in the area. It is noted that in fact, in 1985, City Council decided not to purchase parkland at 2352 St. Clair Avenue, but did purchase a site at Mulock and Lloyd Avenue, and is currently preparing for the development of a park.

2.6 Protection of the Environment

In recognition that industry and government have a mutual obligation to improve and protect the environment, the Proposals Report recommends that the Ministry of the Environment be formally requested to conduct a study of ways of improving all aspects of the environment (noise, odours, emissions) in the Stockyards District in consultation with relevant industries and with City officials.

2.7 Legal Non-Conforming Uses

A "legal non-conforming use" is a use (industrial, residential or commercial) which is contrary to the approved zoning on the property, that is, "non-conforming", but which was "legally"

established prior to the approval of such zoning. For example, an area zoned industrial may contain homes which were built before the industrial zoning was established. For planning and zoning purposes, these homes have a status of legal non-conforming use. In other situations, there are factories within residential zones, there may be heavy industry in areas zoned for light industry, etc.

A legal non-conforming use is not permitted to expand except in a minor way and then only after approval from the Committee of Adjustment. Similarly, any change of use, from one legal non-conforming use to another, requires approval from the Committee of Adjustment. According to the Official Plan, a legal non-conforming use must eventually cease to exist and the land revert to a use in conformity with the zoning.

In the Stockyards Industrial District at the present time, there are approximately 19 industrial, 9 commercial and 127 residential legal non-conforming uses, for a total of 155. The Proposal Report substantially reduces the overall number of legal non-conforming uses to 40: 12 industrial, 3 commercial and 25 residential.

3. PUBLIC DISCUSSION OF THE PROPOSED REPORT

3.1 Background

At its meeting of June 13, 1984, in accordance with the usual procedure, the Land Use Committee recommended "that: a) the Commissioner of Planning and Development distribute the Proposals Report to all interested persons and organizations; b) the Planning Advisory Committee hold a public meeting; and, c) following such meeting, the Commissioner of Planning and Development be requested to report back with a final report."

On June 18, 1984, the Planning Advisory committee considered the above recommendations of the Land Use Committee and decided the following:

> "1. That, whereas uncertainty in the packing-house industry in Toronto has led to a continuing loss of jobs in this City, the Commissioner of Planning and Development be requested to schedule a public meeting as soon as possible, taking into account the unavailability of people to attend meetings in the summer months; and
>
> 2. That the Commissioner of Planning and Development be requested to circulate the Proposals Report for the Stockyards Industrial District Part II Official Plan widely to the Chief Executive Officers of the packing-house industry and to other influential and interested parties in the City of Toronto."

The full report was subsequently distributed to all industrial and commercial businesses within the study area, relevant agencies and organizations and other interested persons with a covering letter informing them of the scheduled public meeting and seeking their comments.

3.2 Main Public Meeting

After consultation with Aldermen from Wards 1 and 3 and with members of the Planning Advisory Committee, the public meeting was

set for September 19, 1984, at the George Bell Arena. Notification for the public meeting was through distribution of a 10-page notice containing a full summary and key maps of the Proposals Report. The notice, which is attached as Appendix "A-1", was distributed door-to-door within the study area and adjacent areas, including the City of York. It was also mailed to all absentee land owners within the study area.

The public meeting of September 19, 1984, was attended by approximately 200 people, including representatives of local industries, ratepayers' associations, other organizations and agencies and area politicians. With few exceptions, the majority of the people in attendance seemed to support the basic industrial land use strategy proposed by the Plan. Details are in the minutes which are attached as Appendix "A-2".

3.3 Follow-Up Public Meetings

At the formal public meeting of September 19, 1984, a number of local residents had concerns and questions specific to their own property or their street. It was suggested that further public meetings be held for the benefit of each of the four residential areas within the district.

After consulting with the Aldermen and Planning Advisory Committee members, four informal public meeting were called as follows:

1. Keele/Mulock/Hirons Area - November 6, 1984;

2. Maybank/McCormack/ Weston Area - November 7, 1984;

3. St. Clair/Runnymede/Ryding Area - November 8, 1984; and

4. Old Weston Road Area - November 13, 1984.

These meetings were also attended by representatives from the Ministry of the Environment as had been requested. Each of the first three public meetings were attended by 25 to 40 people. The fourth meeting was attended by only one person and, therefore, the meeting did not proceed. Again, people in attendance were supportive of the proposed Plan but strongly requested that environmental problems, principally the smell from the meat-packing and related operations be addressed by the City and the Ministry of the Environment as a matter of high priority. The notices and minutes of meetings Nos. 1, 2 and 3 are attached as Appendices "B-1", "B-2", "C-1", "C-2", "D-1" and "D-2", respectively. The notice for meeting number 4 is attached as Appendix "E".

3.4 Discussions with Other Interested Parties

In addition to the five public meetings held by the Planning Advisory Committee, the area planner discussed the Proposals Report in detail with a number of interested parties. These included representatives from the major industries in the area, such as Canada Packers, the Ontario Stockyards and Gainers Incorporated, as well as representatives of the Commercial Food Workers' Union, individual residents and property owners, and the North-West Toronto Industrial Co-ordinating Committee. In addition, two public meetings were called by local members of the Legislature. In each case, the reaction was favourable and supportive.

3.5 Briefs and Comments Received

In addition to the comments received in at least seven public meetings, a number of written comments and submissions were also received. These are all attached as Appendix "F" and are listed below:

a) Commissioner of Public Works, August 8, 1984, advising that he had no concerns arising out of the recommendations.

b) York Federation of Ratepayers submitted a brief at the public meeting of September 19, 1984. The brief endorses the basic direction for the Proposals Report, particularly the industrial policies but objects to the proposed R3 Z3 zoning in residential districts.

c) Board of Trade of Metropolitan Toronto, September 20, 1984, strongly supporting the recommendations of the Proposals Report and which "commends the City for its commitment in encouraging industry to remain in the Stockyards Industrial District".

d) S. Freedman and Son Limited, October 16, 1984, supporting the proposed Part II Official Plan.

e) North-West Toronto Industrial Co-ordinating Committee, November 8, 1984, advising of a motion passed on October 22, 1984, that it endorses and supports the recommendations contained in the proposed Part II Official Plan.

f) Ontario Hydro, December 10, 1984, requesting that "electric power facilities" be exempted from the height limits imposed by Map C and for clarification of other matters.

g) Trallos' Realty Holding Company, December 31, 1984, objecting to the proposed I2 D2 zoning at 731 Runnymede Road and requesting I3 D3 zoning.

h) Commissioner of Metropolitan Toronto Planning Department, February 20, 1985, supporting the proposed Part II Plan and zoning, advising that it is consistent with the industrial policies set out in Sections 3.C and 5.D of the Metropolitan Toronto Official Plan, and requesting that a technical modification be made in order to reflect the Metropolitan jurisdictional context of certain arterial roads.

4. REFINEMENTS TO POLICIES IN THE PROPOSALS REPORT

This section of the report contains changes and refinements to the policies contained in the Recommendations of the Proposals Report. Only those recommendations where a change or modification is being made are discussed. This section is therefore divided into sub-sections dealing separately with each of the sections in the proposed "Summary of Recommendations" as contained in the Proposals Report. Where necessary, new recommendations are inserted in the appropriate section. Except for one or two instances, most of the changes proposed in this section consist of corrections, omissions, technical refinements and zoning modifications affecting certain specific properties.

The "Summary of Recommendations", as contained in the Proposals Report are attached as Appendix "G". All the changes to these recommendations are summarized below in the same order as the original recommendations appear in the Proposals Report:

a) add reference to Ontario Stockyards for clarification in Recommendation 2.1;

b) delete proposal for a park at 2352 St. Clair Avenue West (Recommendations 2.5(i) and 9.3(a)) and redesignate this site from Open Space and G to Low Density Residence and R2 Z2 in Maps A and B, respectively;

c) shift reference to proposed Maybank Avenue hockey pad from Recommendation 2.5(ii) to Recommendation 9.2(b);

d) delete references to commuter through traffic on Metropolitan arterial roads by deleting Recommendation 2.7(iii);

e) add new Recommendation 3.2 to provide for density provisions in the Heavy Industrial Area (which had been omitted in Proposals Report);

f) add reference to Section 4.13 of Part I of the Official Plan with respect to permitting industrial buildings in the General Industrial Area by modifying Recommendation 4.3;

g) add Recommendations 4.4 and 4.5 to provide for a housing policy in the Mulock-Hurons area;

h) clarify policies for the St. Clair-Runnymede area by redesignating it as General Use Area A on Map A, replacing Recommendations 6.3(iii) and (v) with new Recommendation 6.3A, and replacing the CR L2 U200 zoning with C1 V1 on Map B;

i) clarify policies for the St. Clair-Old Weston Road area by redesignating it as General Use Area B on Map A, replacing Recommendations 6.3(i) and (iv) with a new Recommendation 6.3 B;

j) replace all R3 Z3 zoning with R2 Z2 zoning on Map B;

k) delete height limit from all R districts on Map C;

l) exempt "Hydro Electric transmission facilities" from the height limits on Map C;

m) permit the following uses at the following addresses:

   i) a "carpenter's shop" use in a C1 district at 2433-35 St. clair Avenue West;

   ii) a "motor vehicle repair shop, Class 'B'" use in an I2 district at 731 Runnymede Road;

   iii) a "storage warehouse, Class 'A'", a "contractor's shop, Class 'A'" or a "custom workshop" use in an R2 district at 38, 40, 48, 52, 56, and 37-43 Mulock Avenue; and

   iv) an "eating establishment" or a retail store of a local commercial nature at 509 Keele Street.

n) delete request for a report by the City Solicitor on the disposition of Section 12G and Section 15 of the Zoning By-law, by deleting Recommendation No. 8.1.7;

o) delete proposal for an "Advisory Committee on the Environment" by deleting Recommendation 9.2;

p) provide for a review of the feasibility of a noise barrier on the southerly edge of Runnymede Park by adding a new Recommendation 9.5; and

q) delete provision for areas of site plan control by deleting Recommendation 8.2 and amending Map B appropriately.

4.1 Section 2 of "Summary of Recommendations"

This section modifies Recommendation 2.1 and deletes Recommendations 2.5(i), 2.5(ii) and 2.7(iii), as explained below.

4.1.1 Retention of the Ontario Stockyards (Rec. 2.1)

The retention of the Ontario Stockyards is one of the key policies of the Proposals Report. The retention of the Stockyards was also largely supported at the public meetings held by the Planning and Development Department.

Although the Stockyards were discussed at length in the body of the Proposals Report, Recommendation No. 2.1 only makes reference to the historical presence of the Stockyards in the area. It should also make specific reference to the retention of the Stockyards by inserting the words "and the Ontario Stockyards", as appropriate in the last sentence. The amended recommendation would therefore be as follows:

> "2.1 ...To this end, Council shall use its powers of regulation and review to maintain the area for the meat-packing sector and the Ontario Stockyards, in particular, and heavy industrial uses, in general."

It is noted that this policy is consistent with the Report on the Stockyards, Meat-Packing and Related Industries in the Stockyards Industrial District of the Stockyards Task Force which was adopted by City Council on April 30, 1984. The policy is also consistent with the recommendations of the Report of the Beef Marketing Agency Commission to the Minister of Agriculture and Food, dated August 13, 1984, which recommends that "a multi-year plan be developed to redesign and reconstruct the Stockyards facilities at the present location." (See Appendix "H".)

4.1.2 Review of Ontario Stockyards by the Cabinet

On November 8, 1985, the new Provincial Government of Ontario pronounced its own review of the Ontario Stockyards lands, in order to develop options and recommendations concerning the role of the stockyards in meeting the long term needs for livestock marketing faiclities. The news release announcing the review stated that the government had no pre-determined policy or position on the future of the yards.

The City's Final Recommendations report was originally scheduled for publication in January, 1986. However, on December 2, 1985, staff from the Premier's office requested that publication of the report be delayed until completion of the Provincial review and a decision by the Cabinet. Any major action involving the stockyards would have a substantial impact on the planning efforts

undertaken by the City in recent years throughout the study area. In order to avoid confusion amongst the area's industries and residents, it is important that the City and the Province continue to co-ordinate with each other on studies such as this one.

On May 29, 1986, the Minister of Agriculture and Food announced in the Legislature that the Provincial review had been completed, and that the Government would maintain the Ontario Stockyards at their present location. Some operational changes, however, would be made, and another review undertaken in 1991.

4.1.3 Proposed Park on St. Clair Avenue West (Rec. 2.5(i) & 9.3(a))

The Toronto Board of Education owns a 1.8 acre (0.8 hectare) parcel of land on St. Clair Avenue West which has been vacant for over ten years. Formerly the site of St. Clair Public School, the property has been cleared of all buildings and forms a buffer zone between the residential uses on Britannia Avenue to the west and the main industrial area to the east. The property is partially located in Toronto and partially in York. A grassed open space, it has been used as an informal playground by local children.

The Proposals Report recommends that the development of a park be given consideration by the City, either through acquisition or through a long-term lease arrangement with the Board of Education. The Commissioner of Parks and Recreation reported on the matter to the Executive Committee, stating that he has "no interest in this site as a potential park property" due to the fact that the suggested purchase price or long-term lease was not feasible. The Commissioner of Parks and Recreation further stated that "... there are many other areas in the City of Toronto that have been designated as either having no parkland or being deficient in parkland and these areas would have to have priority over this particular site". The full report of the Commissioner of Parks and Recreation, dated April 1, 1985, is attached as "Appendix I".

The matter was considered by the Executive Committee which decided to advise the Board of Education that the City is not interested in acquiring the above-noted lands under the existing terms and conditions. This action was re-affirmed by City Council at its meeting of April 9, 1985, and, therefore, the park proposal is no longer under consideration. The Board of Education is currently making plans to redevelop the site residentially.

In accordance with City Council's decision, Recommendations 2.5(i) and 9.3(a) should be deleted.

4.1.4 Unopened Portion of Maybank Avenue (Rec. 2.5(ii))

Recommendation 2.5(ii) of the Proposals Report refers to the proposed establishment of a road hockey pad on the unopened Maybank Avenue road allowance on the south side of McCormack Avenue. This proposed use was apparently made by area residents a few years ago though no formal action was requested of City officials. It is noted that there are no recreational facilities of any type in the portion of the Maybank/McCormack/Weston residential area that is located within City limits. The establishment of a natural ice hockey rink during the winter months would supplement recreational facilities available in the City of York which do not include outdoor skating facilities. However, this type of local improvement should not be seen as a policy issue of the proposed Official Plan. It would be more appropritate to include it in the "Other Actions" section of the Recommendations as a request to the Commissioner of Parks and Recreation. Recommendation 2.5(ii) should therefore be deleted and the following recommendation added:

> "9.3(b) It is recommended that the Commissioner of Parks and Recreation be requested to report on the feasibility of establishing a natural ice skating rink in the unopened portion of the Maybank Avenue road allowance, south of McCormack Avenue."

4.1.5 Commuter Through Traffic (Rec. 2.7(iii))

Recommendation 2.7(iii) of the Proposals Report states:

> "2.7 It is the objective of Council to create a traffic pattern within the Stockyards Industrial District so as to alleviate traffic congestion by ...
>
> (iii) discouraging commuter through traffic by maintaining the existing road width of Weston Road, Keele Street, Parkside Drive and Old Weston Road."

These roads are under the jurisdiction of Metropolitan Toronto and subject to the Metropolitan Toronto Official Plan. The issue of potential road widenings of any major arterial road has implications well beyond the area affected by this Plan. The issue of commuter traffic, in particular, is a City-wide issue which can best be addressed in the context of the transportation policies of City Council and Metropolitan Council. This recommendation is, therefore, unnecessary and it is proposed that it be deleted.

4.2 Section 3 of "Summary of Recommendations"

This section recommends the addition of a new recommendation, Number 3.2, in order to establish a policy regarding density of industrial buildings in the Heavy Industrial Area, explained below.

4.2.1 Density in the "Heavy Industrial Area"

In the Heavy Industrial Area, the Proposals Report recommends a maximum gross floor area of up to 7.0 times the area of the lot. This density would be permitted as-of-right under the proposed zoning and is the same as the maximum density permitted under the existing zoning. While the maximum density is reflected in the text (p.44) and on Map B of the Proposals Report, it was omitted in the "Summary of Recommendations". Therefore, the following recommendation should be inserted in the "Summary of Final Recommendations":

> "3.2 In the Heavy Industrial Area, Council may pass by-laws to permit the widest range of industrial buildings or uses which do not emit harmful materials or gases, having a gross floor area of up to 7.0 times the area of the lot.

4.3 Section 4 of "Summary of Recommendations"

This section recommends a modification to Recommendation 4.3 and the addition of two new recommendations, Nos. 4.4 and 4.5, in order to establish a policy regarding housing in the Mulock/Old Weston Road area.

4.3.1 Reference to Section 4.13 of Part I of the Offial Plan

In passing by-laws to permit industrial building under Section 4.2 in the General Industrial Areas, Council is obligated by Section 4.3(i) and 4.3(ii) to first have regard for the provision of adequate car and truck access, parking and loading facilities and the impact of industrial buildings on the surrounding area. These provisions are all contained in Section 4.13 of Part I of the Official Plan. For greater clarification and in order to be consistent with other approved Part II Official Plans, Section 4.13 of the Part I Official Plan should be referenced in the Stockyards Part II Official Plan.

Therefore, Recommendation 4.3 contained in the Proposals Report should be amended to the following:

> "4.3 Prior to passing by-laws referred to in Section 4.2 to permit industrial buildings in General Industrial Areas, Council should have regard for:

(i) Section 4.13 of Part I of the Official Plan pertaining to car and truck access and parking and loading facilities, and the impact of such industrial buildings or uses on the surrounding area;

(ii) the expected impact of noise, dust, fumes, odours, and vibrations on the nearby or adjacent non-industrial uses; and

(iii) landscaping and other provisions to ensure pleasant visual features for the nearby or adjacent non-industrial uses."

4.3.2 Housing in the Mulock/Old Weston Road Area

The Proposals Report recommends that the existing pocket of housing located in the Mulock/Old Weston Road area be rezoned to residential (R3 Z3) but that it be designated as part of the General Industrial Area under the Part II Official Plan. The General Industrial Area designation would also apply to the existing houses on the west side of Old Weston Road, south of St. Clair Avenue West, which are already zoned residential. This proposal was made and discussed in Section 4.3.1. of the Proposals Report and was reflected in Maps A, B and C. However, the actual recommendation was inadvertently omitted in the "Summary of Recommendations".

In order to correct this oversight, new Recommendations, Nos. 4.4 and 4.5, should be inserted in the "Summary of Final Recommendations". All the homes located on Keele Street, south of St. Clair Avenue West on Hirons Avenue and on Mulock Avenue (south of Lloyd Avenue), would be specifically affected by the new zoning in that their existing legal conforming status would be removed. However, the long-term goal of permitting industry in the Official Plan, as recommended in the Proposals Report, would remain unchanged.

New residential development would not be permitted beyond the confines of this new residential zone. Industrial development, on the other hand, would be permitted in the new residential zone through the rezoning process, subject to certain conditions which are specified in the new Recommendation 4.5 and which are intended to minimize the impact of such industrial uses on the remaining residential uses.

The following recommendations should be added in the "Summary of Final Recommendations":

"4.4 Notwithstanding the provisions of Sections 4.1, 4.2 and 4.3, Council may pass by-laws applicable to the General Industrial Area that is generally bounded by Keele Street on the west, the CPR right-of-way on the south, Old Weston Road on the east, and St. Clair Avenue West on the north, to permit residential buildings and residential uses having a gross floor area of up to 1.0 times the area of the lot, provided that:

(i) in the opinion of Council, the intent of any such by-law is to recognize existing residential areas located on Keele Street, Mulock Avenue south of Lloyd Avenue and Old Weston Road south of St. Clair Avenue West or a minor extension thereof of such existing residential areas; and

(ii) Council will not pass any by-law which permits industrial development on any lot used for residential purposes except where, in the opinion of Council, such lot forms part of an existing industrial area and except when, in the opinion of Council, such industrial development would not prejudice the continued use of any neighbouring residential properties for residential purposes.

4.5 Prior to passing by-laws to permit industrial buildings or uses on any lot used for residential purposes referred to in Section 4.4(ii), Council shall have regard for Section 4.3, and further, the desirability of providing for adequate setbacks, landscaping, buffering, screening or fencing in order to minimize the potential impact of any such industrial building on any neighbouring residential property."

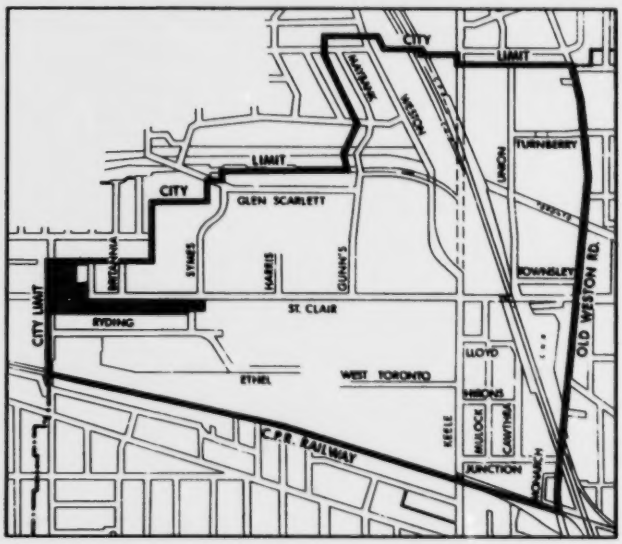
4.4 Section 6 of "Summary of Recommendations"

Section 6 of the "Summary of Recommendations" contains policies relating to the commercial strips on St. Clair Avenue West near Runnymede Road and the at intersection of St. Clair Avenue West and Old Weston Road. In order to simplify the Plan, it is now recommended that each of the two areas be treated separately so as to better reflect the distinctions in the existing land use pattern and in the policies proposed in the Plan. St. Clair Avenue West, near Runnymede Road, should therefore be designated as General Use Area "A" and St. Clair/Old Weston Road should be designated as General Use Area "B". Map A should be amended accordingly. This will result with the deletion of Recommendation

6.3 and the addition of two new recommendations, Nos. 6.3A and 6.3B.

4.4.1 The St. Clair/Runnymede General Use Area

General Use Area "A" consists of those properties fronting on the south side of St. Clair Avenue West between Runnymede Road and Cobalt Avenue; the north side of St. Clair Avenue West between Runnymede Road and Hagar Avenue; and the east side of Runnymede Road, north of St. Clair Avenue West.



This area is characterized by a markedly mixed-use pattern of development, including retail, service, light industrial, automotive, a small plaza development, residential uses above stores and a few older single family homes. Over the years, the houses have continued to be replaced by non-residential uses and this trend would appear to continue. Recommendation 6.3(iii) and (v) contains policies related to the planning by-laws to permit buildings containing: (a) only residential uses; and, (b) a mix of residential uses with commercial and/or institutional uses, respectively. In the case of residential uses, the permissible densities would be determined by a "units per hectare" system (instead of a "gross floor area" system), and, in the case of mixed-use buildings, by a special formula and units per hectare system. These policies would be implemented by zoning the strip as CR L2 U200.

The basic thrust of the CR system is to encourage larger units suitable for families with children since, for zoning purposes, the size of the building would not be determined by the total floor area but by the total number of units per hectare of the lot

area. However, given the uniquely mixed-use pattern that has been established on this strip and given its proximity to a heavy industrial area, it is unlikely that there would be any incentive to build more housing, especially family housing, than is allowed under the present zoning either in purely residential buildings or in mixed-use buildings. The existing C1 V1 zoning has appeared to function reasonably well and, given the predominantly industrial-commercial character of the area, it is questionable whether any appreciable benefits would be derived by zoning this strip CR.

It would therefore be appropriate to reaffirm the status quo and maintain the existing C1 V1 zoning. Therefore, Map B is being amended accordingly and Recommendation 6.3(iii) and (v) is being deleted and replaced with new statements embodied in a new Recommendation 6.3.A.

The effect of this new recommendation would be to permit:

a) commercial and/or institutional buildings or use having a gross floor area of up to 2.0 times the area of the lot;

b) residential buildings or uses having a gross floor area of up to 1.0 times the area of the lot

c) buildings containing a mix of residential uses and commercial and/or institutional uses having a gross floor area of up to 3.0 times the area of the lot provided that the residential component does not exceed a density of 1.0;

d) industrial buildings up to 2.0 times the area of the lot; and

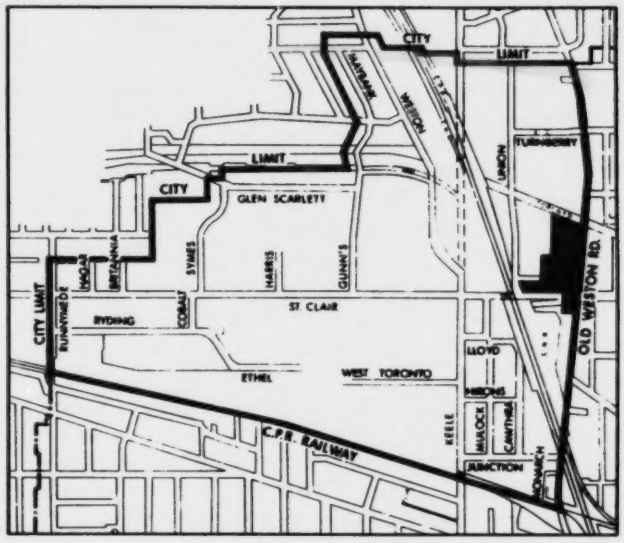
e) buildings containing a mix of industrial and residential uses having a gross floor area of up to 2.0 times the area of the lot, provided that the residential component does not exceed a density of 1.0.

4.4.2 The St. Clair/Old Weston Road General Use Area

The General Use Area "B" is located on the intersection of St. Clair Avenue West and Old Weston Road.

It is characterized by retail, warehousing and office uses. The dominant use is the Bonanza Supermarket (formerly Darrigo's) on Old Weston Road which is one of the largest supermarkets in the City. Another prominent landmark is the historic Heydon Place Hotel on the north-west corner of the intersection which now contains retail stores. This retail and light industrial node functions as a buffer area or transition zone between the heavier industrial area to the west on Union Street and Townsley Avenue and the residential area to the east of Old Weston Road. The Proposals Report recognizes the existing land use pattern. Other

uses, such as housing, are not encouraged while the mixed retail/industrial pattern of development would be encouraged.



It is therefore recommended that the intent of the Proposals Report be reaffirmed for this area by permitting the following types of buildings or uses:

a) industrial buildings or uses having a gross floor area up to 2.0 times the area of the lot;

b) commercial and/or institutional buildings or uses having a gross floor area of up to 2.0 times the area of the lot; and

c) buildings containing a mix of industrial, commercial and/or institutional uses having a gross floor area of up to 3.0 times the area of the lot, provided that the commercial component or the industrial component does not exceed a density of 2.0.

This recommendation does not represent any change in substance and is the same as existing Recommendation 6.3(i), (ii) and (iv). It would be incorporated in new Recommendation 6.3B for clarification purposes. Further, there would be no change from the proposed zoning of IC D2 L2.

4.5 Section 7 of "Summary of Recommendations"

This section does not result in any new recommendations since no change to the Official Plan policies regarding the proposed Low Density Residence Areas is contemplated. However, this section

proposes that the Low Density Residence Area be expanded in order to include the lands on St. Clair Avenue West where parkland had been proposed (see Section 4.1.2).

4.5.1 Lands at 2352 St. Clair Avenue West

As discussed in Section 4.1.2 of this report, the lands at 2352 St. Clair Avenue West, owned by the Toronto Board of Education, are no longer being considered for parkland. The property must be given a new designation in the proposed Part II Official Plan and, as well, a new zoning district in the Zoning By-law. Under the existing Part I Official Plan, the property appears to be designated partially as an Area of Industry and partially a Low Density Residence Area. It is presently zoned C1 V1 (commercial and residential) along its St. Clair Avenue frontage and R2 Z2 (residential) at the rear, exactly the same as the residential area that it abuts on the west, Britannia and Hagar Avenues.

Given the relationship of the property owned by the Board of Education to the adjacent residential area, it would be appropriate to encourage residential development by establishing the relevant provisions related residential development in the Official Plan, zoning and height limits. This would result in extending and strengthening the existing residential neighbourhood. Furthermore, it should be noted that the potential for residential development on this site has been enhanced recently due to the replacement of a heavy industrial use by a garden nursery centre on the abutting property to the east. It is, therefore, now heavily buffered from the meat-packing area further to the east.

The Part II Official Plan proposes that this existing residential area be reaffirmed as a Low Density Residence Area and be zoned R2 Z2 throughout (see Section 4.6.1 of this report dealing with changes to the residential zoning recommended in the Proposals Report. The deletion of commercial uses appears to be an appropriate course of action given that commercial uses have been permitted under the C1 zoning since the 1950's but the area has remained exclusively residential. The property at 2352 St. Clair Avenue West should therefore be reaffirmed as part of the residential area by designating it as a Low Density Residence Area in the Part II Official Plan and zoning it R2 Z2 in the Zoning By-law. Map A, B and C are being amended accordingly.

4.6 Section 8.1 of "Summary of Recommendations" Proposed Zoning

This section contains changes to the residential zoning that was proposed in the Proposals Report. Maps B and C are also being amended accordingly.

4.6.1 Zoning in the Residential Districts

The residential areas already recognized by the Zoning By-law are zoned R2 Z2 which permits residential uses, such as single family houses, walk-up apartment, etc., having a gross floor area of up to 0.6 times the area of the lot. This type of zoning is consistent with the vast majority of residential areas in the City. Under the Low Density Residence Area designation in the Official Plan, the gross floor area could be increased to a maximum of 1.0 times the area of the lot but only through the approval of a rezoning application by City Council. Rezoning applications are considered on a site-by-site basis upon application by an owner and involve a public review process, including a public meeting in the community. Limiting the gross floor area to 1.0 times the area of the lot encourages developments which are low-rise in character, consistent with the existing character and built form.

Among other things, the Proposals Report recommends that all existing and proposed R2 Z2 districts be changed to R3 Z3. The difference between the two distircts is two-fold. In addition to permitting all the uses classified as R2 uses, the R3 district permits certain institutional-type residences, such as a nursing home, a convalascent home, a rest home, etc. The Z3 density zone permits a gross floor area of up to 1.0 times the area of the lot as-of-right which is the maximum permitted under the Official Plan.

Upon further review and in consideration of the public discussion of the Proposals Report, it is now recommended that the proposed R3 Z3 zoning not be reaffirmed. Rather, the existing R2 Z2 zoning should be reaffirmed. The additional uses permitted under R3 are currently under review for the whole City as part of a major residential Zoning By-law review. It would be more appropriate to deal with these uses on a City-wide basis. Moreover, it is felt by many residents that such uses may not be very appropriate in those residential areas located adjacent to major industrial areas, especially given the less desirable environmental quality that is characteristic of such areas.

Most of the existing densities are well below 1.0 and it is felt that, by leaving the maximum as-of-right density as 0.6, adequate relief and flexibility is available to property-owners through the Committee of Adjustment (as is presently the case with the vast majority of residential neighbourhoods in the City). The Committee may approve a variety of minor variances to the Zoning By-law, such as minor increases in gross floor area, etc. The process is relatively simple, but requires a public hearing which ensures that neighbours are notified.

It is therefore recommended that all R3 Z3 zoning designations on Map B of the Proposals report, be deleted and replaced with R2 Z2. It should be pointed out that such a change from the Proposals Report would, in fact, represent a reaffirmation of the existing residential zoning in the study area, and the establishment of the same zoning in the currently industrially-zoned pockets of housing in the Mulock/Hirons/Keele area.

It is further recommended that the existing Section 16(2)(ccccc) of the Zoning By-law be retained, and not deleted as had been proposed in the Proposals report, this section of the by-law provides further controls on the number of dwelling units that may be allowed in an apartment house, and is applicable on a City-wide basis. While little use of any, has been made of it in the Stockyards District (given the relative scarcity of apartment houses), it would not be inappropriate to retain it for consistency with the rest of the City, therefore Recommendation 8.1.5 of the Proposals report should be amended accordingly.

4.6.2 Height Limit

4.6.2.1 Height in Residential Districts

The Proposals Report recommends, in Map C, the establishment of a 12 metre (38 foot) height limit in residentially zoned districts. Such a height limit, however, is no longer considered to be necessary or appropriate for the following reasons.

The height of buildings in residential districts is already regulated by the Zoning By-law which requires buildings to comply to certain angular planes provisions. Although these are complicated provisions, the effect is to provide for a height limit of 9.2 metres. A building that is higher than 9.2 metres must be set back further from its lot line which would only be possible on larger lots. The typical residential lot in the Stockyards Industrial District is at or below standard in terms of frontage which means that the angular plane provisions have provided satisfactory, if somewhat cumbersome, height control.

In an effort to simplify the Zoning By-law, the City of Toronto is currently proposing, through its Zoning By-law Review Task Force, to replace the angular plane provisions with uniform height limits applicable to all those residential districts in the City which are not subject to an existing area-specific height limit.

The height limit that is being contemplated will likely be 10 metres, slightly higher than the existing control of 9.2 metres. It is anticipated that this new height limit would be implemented in the near future. Under the circumstances, it would not appear necessary to establish height limits specifically for the residential districts in the Stockyards Industrial District. The

12 metre height originally proposed would be inconsistent with the City-wide proposals being formulated at this time. Moreover, it would result in over-regulation. This report therefore recommends that the 12 metre height limit in residential districts, as contained in Map C of the Proposals Report, be deleted.

4.6.2.2 Height Limit - Ontario Hydro Lands

The Ontario Hydro right-of-way crosses through the Stockyards Industrial District. These lands are presently zoned C3 and C4 and are also subject to Section 16(2)(ssss) of the Zoning By-law which prohibits C1 uses in these districts. The Proposals Report recommended that Ontario Hydro lands be zoned I3 and I4. Such zoning would not have any impact either in terms of the range of uses permitted under the existing zoning or in terms of the effect of Section 16(1)(a) of the Zoning By-law on the Ontario Hydro right-of-way. (Section 16(1)(a) contains certain exemptions and provisions for departments and agencies of the various levels of government.)

However there would be an impact in terms of height. Since the proposed I3 district would be subject to a height limit of 23 metres under Map C, the portion of the Ontario Hydro right-of-way within the I3 district would be subject to the same height limit. In their response to the Proposals Report, Ontario Hydro has indicated that their existing transmission towers exceed this height limit. They have requested that electric power facilities be exempted from the proposed height requirements.

I have no objections in acceding to this request since the intent of the height limit was not to regulate the height of electric power transmission facilities, which would be hypothetical in any case. The Zoning By-law already exempts Ontario Hydro from height provisions applicable in industrial districts (C districts). Furthermore, these facilities have not been made subject to height limits in other area's Part II Official Plans which have been approved, such as in Dufferin-Davenport. This report therefore recommends that "hydro electric transmission facilities" be exempted from the height requirements in Map C of the Stockyards Industrial District Part II Official Plan.

4.6.3 Carpenter's Shop at 2433 & 2435 St. Clair Avenue West

The south side of St. Clair Avenue West, east of Runnymede Road, is characterized by a unique mix of commercial and residential uses. The commercial uses are wide-ranging and include automobile-related uses, retail uses, wholesaling establishments, contractor's shop and light industrial-type uses such as custom workshops. The typical residential uses are older, two-storey, single family houses interspersed among the commercial uses

throughout the strip. These uses are all permitted by the current C1 V1 zoning which is to be reaffirmed.

The properties at 2433 and 2435 St. Clair Avenue West, which are under the same ownership, form part of the strip. The property at 2433 St. Clair Avenue West contains a two-storey house and a masonry workshop building at the rear. The property at 2435 St. Clair Avenue West contains a house only. These two properties abut auto-related uses on either side. The workshop building appears to have been legally established as a custom workshop, a permitted use under the zoning. The use of the property, however, appears to fall within the definition of "carpenter's shop", an industrial use not permitted in a C1 district. The operation has been in existence for about five years, is relatively small (62 square metres) and does not appear to have caused adverse effects on adjacent uses. The operator and owner of the business also lives in the house on the same property. The use would also be in conformity with the General Use Area "A" designation of the proposed Part II Official Plan.

It is therefore recommended that this use be recognized in the Zoning By-law and that it be a permitted use at both 2433 and 2435 St. Clair Avenue West provided it is wholly enclosed. This action is being recommended in lieu of a rezoning application for 2433 St. Clair Avenue West which was not proceeded with pending the finalization of this report. The owner intends to build an addition at 2435 St. Clair Avenue West in order to provide an enclosed storage area since it would eliminate the unsightly storage of lumber on a property which is partially used for residential purposes. In order to ensure that the proposed addition is consistent in terms of height and bulk, the gross floor area should not exceed 65 square metres. The owner of 2435 St. Clair Avenue West has been consulted and concurs with this course of action. Therefore, the following new recommendation should be added to the "Summary of Final Recommendations":

"8.1.7 C1 Zoning District:

It is recommended that the C1 zoning district provisions contained in the Zoning By-law as they apply to certain lands in the Stockyards Industrial District, shall be amended so as to permit a carpenter's shop use at the premises known municipally in the year 1985 as 2433 St. Clair Avenue West and 2435 St. clair Avenue West, provided it is wholly enclosed and does not exceed a gross floor area of 65 square metres on each property."

4.6.4 Motor Vehicle Repair Shop Class "B" at 731 Runnymede Road

The Proposals Report recommends that lands in the vicinity of Runnymede Road and Ryding Avenue be designated as being part of the Restricted Industrial Area and zoned I2 D3. These lands include the property at 731 Runnymede Road which contains, among other uses, a motor vehicle repair shop class "B". The use is a permissible use under the existing C2 zoning but would not be a permissible use under the proposed I zoning and would, therefore, attain a legal non-conforming use status.

The owner of 731 Runnymede Road has objected to the proposed I2 zoning and has requested that it be replaced with I3 which would permit a motor vehicle repair shop class "B" along with a broad range of heavier industrial uses. However, the establishment of an I3 zoning district in this area would be inconsistent with the intent of the Restricted Industrial Area designation in the proposed Official Plan. Moreover, the range of heavier uses permissible under an I3 zoning would would be clearly incompatible with the adjacent residential area on Ryding Avenue.

Discussions with the owner have revealed that his intent in requesting the I3 zoning district is to avoid the establishment of a legal non-conforming status for the subject use. Recognition of the use in the Zoning By-law could be achieved merely by amending the proposed I2 zoning district on a site specific basis applicable to the property in question. The use has been in existence for a number of years, does not abut directly onto the residential area of Ryding Avenue and appears to have adequate parking facilities. It is noted that no problems were identified with this use by area residents, either at the formal public meeting of September 19, 1984, nor at the informal public meeting scheduled specifically to discuss the concerns of residents from Ryding Avenue.

I am therefore prepared to recognize the use under the Zoning By-law by adding the following recommendation, with which the owner concurs:

"8.1.8 I2 Zoning District - 731 Runnymede Road:

It is recommended that the I2 zoning district provisions contained in the Zoning By-law as they apply to certain lands in the Stockyards Industrial District shall be amended so as to permit a motor vehicle repair shop, class "B" use at the premises known municipally in the year 1986 as 731 Runnymede Road."

4.6.5 Motor Vehicle Repair Shops in the Mulock/Hirons Area

4.6.5.1 Introduction

The Proposals Report recommends that most of the residential uses in the Mulock/Hirons area be recognized in the Zoning By-law, thereby removing their legal non-conforming use status. The zoning of the industrial properties in this area is proposed to be changed from C3 to I2. The effect of the I2 zoning is that "automobile service and repair shops" and "motor vehicle repair shops, class 'A'" would be permitted but "motor vehicle repair shops, class 'B'" (autobody shops) would not be permitted. At the present time, none of these uses is allowed except in two instances. However, in the course of the public discussion of the Proposals Report, it became apparent that the I2 zoning strategy proposed in the report should be reconsidered. At the same time, there seems to be considerable confusion among area residents and property owners as to the precise extent, scope and applicability of the existing zoning vis-a-vis the various automobile-related uses, especially since a number of different by-laws are in effect in the area. Therefore, the following is offered by way of clarification.

4.6.5.2 Existing Zoning

The Mulock/Hirons area is zoned C3 V3. This zoning district permits a wide range of industrial uses, including heavy uses. Buildings may have a gross floor area of up to 7.0 times the area of the lot. However, in an effort to regulate automobile repair shops, four additional by-laws have been enacted in past years. The following is a summary of these by-laws.

a) By-law 220-77 passed in 1977, removed C1 (commercial uses) from all C2, C3 and C4 zoning districts. As a result, those automobile-related uses classified in the Zoning By-law as C1 uses (automobile service and repair shops and motor vehicle repair shops, class "A") are no longer permitted and have a legal non-conforming use status.

b) By-law 150-79 passed by City Council in 1979, permits the property at 38 Hirons Avenue to be used for the purpose of a "radiator shop", a use which appears to fall within the Zoning By-law definition of "automobile service and repair shop". By-law 150-77 removes the legal non-conforming use status which the use in question had attained under By-law 220-77.

c) By-law 162-79 was passed so as to not permit in this area a motor vehicle repair shop, class "B", use (autobody shop), which being classified as C2 (industrial) was not affected by By-law 220-77.

d) By-law 370-79 was subsequently passed in order to exempt the properties at 521, 523 and 525 Keele Street from By-law 162-79 and, therefore, permits a motor vehicle repair shop, class "B", (autobody shop) on these properties.

In summary, the effect of these four by-laws in so far as the Mulock/Hirons/Keels area is concerned is as follows:

a) an automobile service and repair shop use is not permitted by the existing zoning in the area except for a radiator shop at 38 Hirons Avenue;

b) a motor vehicle repair shop, class "A" use is not a permitted use under the existing zoning, without exceptions; and

c) a motor vehicle repair shop, class "B" use (autobody shop) is not permitted under the existing zoning except for the property at 521, 523 and 525 Keele Street. There are at least two motor vehicle repair shops on Mulock Street which have retained a legal non-conforming use status over the years.

4.6.5.3 Zoning Recommended in the Proposals Report

The Proposals Report recommended that the existing zoning of C3 be amended to I2 on all industrial properties fronting on Mulock Avenue, south of Lloyd Avenue, and on Keele Street between Junction Road and Hirons Avenue. The effect of this zoning would be to permit automobile service and repair shops and motor vehicle repair shops, class "A", in these locations.

The Proposals Report also recommends that By-laws 220-77, 150-79, 162-79 and 370-79 be repealed. All of these by-laws would become either redundant or would not be consistent with the establishment of the I2 zoning district for reasons explained below.

By-law 220-77 would be repealed as a matter of policy due to the establishment of I zoning districts throughout the industrial areas of the Stockyards District. By-law 150-79 would be redundant since the use that it permits, a radiator shop, would be permitted under I2. By-law 162-79 would also become redundant since the use that it prohibits, motor vehicle repair shop, class "B", would also be prohibited under the I2 zoning. By-law 370-79, being an amendment to By-law 162-79, should also be repealed. This would be consistent with the intent of the Proposals Report to restrict motor vehicle repair shops, class "B", from this sensitive area.

4.6.5.4 Changes to the Proposals Report

As a result of the public discussion of the Proposals Report, it has become apparent that the zoning strategy proposed in the

report does not address the issue of automobile-related uses nor the residential uses in the Mulock/Hirons area sufficiently. The zoning that was originally proposed attempted to recognize most of the existing industrial and residential properties in the area, in the following way:

a) by zoning the industrially-used properties as I2 D2;

b) by zoning the residentially-used properties as R3 Z3; and

c) by split-zoning certain properties used for industrial and residential purposes as I2 D2 and R3 Z3.

This zoning strategy is inadequate for two reasons. Because of the mixed pattern of development in the area affected with residential and industrial uses interspersed throughout, the proposed zoning resulted in a confusing "checkerboard" effect. For example, a certain zoning district would have affected only one property followed by another district affecting perhaps one or two properties and so on. Furthermore, it created a situation of "split-zoning" (where one portion of a lot is zoned one way and the remaining portion another way), for a number of properties which would have been difficult to interpret and enforce. In the long run, it would only create confusion and is, therefore, not considered to be a desirable strategy to follow as evidenced by other situations of split-zoning in the City.

This situation should therefore be corrected by using a different zoning strategy while retaining the overall effect of the Proposal Report with one exception. The exception relates to the question of automobile-related uses which is explained further below.

The new zoning strategy that is recommended in this report is two-fold. First, zone all lots which contains both residential and industrial uses and which are split-zoned in the Proposals Report as residential, recognizing any industrial use they may appropriate through Section 16 of the Zoning By-law. This would affect the properties on the west side of Mulock Avenue which are residential in the front and industrial in the rear. Second, zone those proposed I2 districts which abut residential uses, and which form part of an existing residential strip as residential. Apropriate industrial uses would be also recognized through Section 16 of the Zoning By-law, namely five properties on the west side of Mulock Avenue and one on the east side of Mulock Avenue. The residential zoning that would be used is R2 Z2 instead of R3 Z3 which has already been explained in Section 4.6.1 of this report.

Those uses which are considered appropriate to be recognized through Section 16 are light, I1 type industrial uses. Those which would not be appropriate are automobile-related uses, as

well as any I3 use. This policy is being implemented through a modified Recommendation No. 8.1.8 with respect to not permitting automobile-related uses and through a new Recommendation 8.1.9 with respect to permitting certain industrial uses in existing buildings located at the rear of houses on the west side of Mulock Avenue or elsewhere on Mulock Avenue, between Hirons Avenue and Junction Road. These uses appear to fall within the definition of "storage warehouses, Class 'A'", "contractor's shop, Class 'A'", and "custom workshop". A further use, an existing small restaurant and convenience retail store, would be permitted at 507 Keele Street.

It is felt that reintroducing the automobile service and repair shop and the motor vehicle repair shop, class "A" (permissible under I2) could lead to the continuation of an incompatible situation. Experience with such uses in this area, which is mixed residential-industrial in character, has consistently demonstrated that such use causes adverse effects on adjacent residential uses. This is consistent with numerous other areas throughout the City. While zoning changes obviously cannot obviously address existing land use conflicts, an appropriate zoning strategy can discourage the intensification of such conflicts and, of course, will prevent the development of new land use conflicts simply by not permitting the establishment of new uses which are likely to be compatible.

It is, therefore, proposed that such uses be permitted only through the approval of a rezoning application on a site specific basis. In this way, a public review process is ensured and each case may be considered on its merits wherein the potential impact may be addressed. For example, the provision of parking, none of which is required under the Zoning By-law, may well be a condition of approval of such applications. Other issues to be addressed would be potential noise, smell, traffic impact and buffering. Some of these uses are already legal non-conforming uses while three other ones would attain this status.

4.6.6 Disposition of Section 12G and 15 of the Zoning By-Law By-law

Recommendation 8.1.7 of the Proposals report requests the City Solicitor to report on the disposition of Sections 12 and 13 of the Zoning By-law, respecting I.4 and C.4 districts. The reason for this recommendation was due to the fact that once the I.4 district is implemented, the C.4 becomes largely redundant. Also, C.4 permits certain non-industrial uses, which will not be permitted in I.4. Since this is an issue that has ramifications beyond the scope of the Plan, Recommendation 8.1.7 of the Proposals report should be deleted. It would be appropriate to pursue this matter, as a separate issue, after the implementation of the zoning changes recommended in this report.

5. OTHER ACTIONS

5.1 Proposed "Advisory Committee on the Environment"

Recommendation No. 9.2 of the Proposals Report states that "City Council consider the establishment of an on-going 'Advisory Committee on the Environment' composed of local industrialists, Provincial officials, municipal officials and others having the general task of examining all aspects of the environment in the Stockyards Industrial District ..."

Since the publication of the Proposals Report, the Ministry of the Environment has apparently placed the study area on high priority in terms of monitoring. There has been much consultation with area residents who have become more knowledgeable with the procedures of the Ministry, particularly in terms of placing pollution complaints and receiving information on actions taken by the Ministry. It is now felt that such a committee may now be of limited usefulness. It is also felt that, due to the study recommended in Recommendation No. 9.1, the above mentioned committee would likely be redundant. It would be advantageous for the Ministry to first complete a comprehensive study of air quality in the area and then to notify area residents, industrialists, etc. for comments and input. It would be better to consider the need for an on-going advisory committee at that time and it is, therefore, recommended that Recommendation 9.1 be deleted.

5.2 Proposed Noise Buffer along CPR

The CPR main line and Lambton Yards occupy most of the proposed Restricted Industrial Area. The railway belt, in fact, forms a buffer zone between the industrial area and the residential areas located south of the Stockyards District (Maria Street). At one point, however, the railway lands also abut Runnymede Park. Public discussion of the Proposals Report revealed that noise produced by passing trains and by railway shunting operations is a problem for the residential area on Ryding Avenue. Although this residential area is itself buffered from the railway corridor by Runnymede Park, residents of the area have requested that consideration be given to the installation of a noise barrier, in

the form of a solid fence or by other means, along the southerly boundary of Runnymede Park. This matter should be investigated by the Commissioner of Planning and Development, in consultation with the Commissioner of Parks and Recreation and officials from the CPR. An appropriate recommendation to this effect should be added in "Section 9.5, Other Actions" of the "Summary of Final Recommendations".

6. SUMMARY OF FINAL RECOMMENDATIONS

PART II OFFICIAL PLAN

That the following statements and maps be considered for the purpose of amending the Official Plan for the City of Toronto Planning Area.

1. INTERPRETATION

1.1 For the purpose of amending the Official Plan for the City of Toronto Planning Area, the Stockyards Industrial District is defined as the area within the solid dark line as shown on Map A.

1.2 This amendment is deemed to be Part II of the Official Plan for the Stockyards Industrial District.

1.3 The boundaries of the Heavy Industrial Area, General Industrial Areas, Restricted Industrial Area, General Use Areas, Low Density Residence Areas and Local Parks are as set out in Map A which forms part of this amendment.

1.4 The text and maps of Part I of the Official Plan shall continue to apply to the Stockyards Industrial District, except in cases where the text and maps of this amendment are in conflict therewith, in which case the text and maps of this amendment shall prevail.

2. GENERAL

2.1 The Stockyards Industrial District is a predominantly heavy industrial area. It has historically been dominated by the Ontario Stockyards, a large concentration of meat-packing and related industries, and a wide range of other manufacturing and heavy industrial uses. Around its periphery, the area contains a number of small pockets of housing, and a mix of retail, service, and light industrial uses, all of which consitute minor land use components within the area.

Consistent with the City's policy to maintain and strengthen its industrial base, it is the policy of Council to preserve the Stockyards Industrial District as one of the City's major industrial areas. To this end, Council shall use its powers of regulation and review to maintain the area for the meat-packing sector and the Ontario Stockyards, in particular, and heavy industrial uses, in general.

Industry

2.2 It is the objective of Council to encourage the retention of the City's employment base and to improve industrial employment opportunities in the Stockyards Industrial District. Accordingly, Council shall use its powers of regulation and review to:

i) reserve those areas of the Stockyards Industrial District which are primarily industrial in use for continued industrial and related uses;

ii) restrict commercial uses to lands in the vicinity of St. Clair Avenue West and Runnymede Road, and St. Clair Avenue West and Old Weston Road;

iii) restrict residential uses to those existing residential areas where there is a minimum of environmental and functional conflicts with nearby and adjacent industrial areas;

iv) encourage the redevelopment of underutilized industrial land with new industrial uses; and

v) encourage the relocation of legal non-conforming industrial uses within the City to appropriate areas of the Stockyards Industrial District, in accordance with Section 9 of Part I of the Official Plan.

Housing

2.3 It is the objective of Council to recognize those small residential components in the Stockyards Industrial District which are deemed to be viable and stable, and suitable for households of low to moderate income. Council shall therefore employ its powers of regulation to preserve and maintain existing housing, where appropriate, and seek to provide resources to assist and encourage residents in the maintenance and improvement of their properties.

Commerce

2.4 It is the policy of Council to maintain a level of commercial service appropriate to meet the convenience, retail and service needs of the local resident population and to enhance the appearance and amenities of the existing shopping area, having regard for those residential areas which may be beyond the boundaries of the Stockyards Industrial District. Accordingly, Council shall permit commercial and service uses along portions of St. Clair Avenue West and Old Weston Road.

Parks

2.5 In order to provide the local resident population and the large local workforce with a reasonable level of recreational amenities, it is the policy of Council to increase local park and recreational facilities by:

i) acquiring land in the Mulock/Hirons area for parks purposes;

ii) employing its powers of review to encourage industry to implement landscaping programmes and other measures in order to improve the visual appearance of their facilities.

Environment

2.6 It is the objective of Council to provide for a satisfactory level of environmental quality within the Stockyards Industrial District by seeking to control, through the Ministry of the Environment and other agencies, the effects of environmental contaminants from local industrial areas, such as:

i) odours from the meat-packing and rendering plants;

ii) housekeeping deficiencies;

iii) excessive dustfall;

iv) improving loading facilities of beef by-products, such as enclosing certain operations, thereby minimizing odours; and

v) proper transportation of beef by-products, such as hides.

Transportation

2.7 It is the objective of Council to create a traffic pattern within the Stockyards Industrial District so as to alleviate traffic congestion by:

i) encouraging the efficient movement and access of industrial vehicles associated with local industrial uses; and

ii) encourageing the greater use of off-street parking facilities, and in particular, the creation of parking facilities for certain firms located on Glen Scarlett Road.

Building Height

2.8 In recognition of building height as an essential element in limiting the impact of new non-residential development on nearby residential areas, and in maintaining a consistency of low-rise building forms and streetscapes in residential areas, it is the policy of Council to limit the height of buildings in the Stockyards Industrial District.

3. HEAVY INDUSTRIAL AREA

3.1 The Heavy Industrial Area shall be regarded as a major, stable industrial area which is vital to the maintenance of the City's industrial base. It is the objective of Council to ensure that sufficient lands are available within the Heavy Industrial Area to accommodate the widest possible range of industrial uses, including meat-packing, as well as those primary and other industries involved in the processing, recycling or storage of raw and other materials, provided that they have a need for a City location and do not emit harmful material or gases.

3.2 In the Heavy Industrial Area, Council may pass by-laws to permit the widest range of industrial buildings or uses which do not emit harmful materials or gases, having a gross floor area of up to 7.0 times the area of the lot.

4. GENERAL INDUSTRIAL AREAS

4.1 The General Industrial Areas shall be regarded as stable areas containing a wide range of industries except those which may have a detrimental effect on other industrial uses.

4.2 In General Industrial Areas, Council may pass by-laws to permit industrial buildings or uses which are generally compatible in terms of environmental impact with a wide range of industrial uses, having a gross floor area of up to 5.0 times the area of the lot.

4.3 Prior to passing by-laws referred to in Section 4.2 to permit industrial buildings in General Industrial Areas, Council should have regard for:

i) Section 4.13 of Part I of the Official Plan pertaining to car and truck access and parking and loading facilities, and the impact of such industrial buildings or uses on the surrounding area;

ii) the expected impact of noise, dust, fumes, odours, and vibrations on the nearby or adjacent non-industrial uses; and

iii) landscaping and other provisions to ensure pleasant visual features for the nearby or adjacent non-industrial uses.

4.4 Notwithstanding the provisions of Sections 4.1, 4.2 and 4.3, Council may pass by-laws applicable to lands generally bounded by Keele Street on the west, the CPR right-of-way on the south, Old Weston Road on the east, and St. Clair Avenue West on the north, to permit residential buildings and residential uses having a gross floor area of up to 1.0 times the area of the lot, provided that:

i) in the opinion of Council, the intent of any such by-law is to recognize existing residential areas located on Keele Street, Mulock Avenue south of Lloyd Avenue and Old Weston Road south of St. Clair Avenue West or a minor extension thereof of such existing residential areas; and

ii) Council will not pass any by-law which permits industrial development on any lot or portion of a lot used for residential purposes except where such lot is contiguous to a lot used for industrial purposes and fronting on those streets and except when, in the opinion of Council, such industrial development would not have an adverse impact on the continued use of any neighbouring residential properties for residential purposes.

4.5 Prior to passing by-laws to permit industrial buildings or uses on any lot used for residential purposes referred to in Section 4.4(ii), Council shall have regard for Section 4.3, and further, the desirability of providing for adequate setbacks, landscaping, buffering, screening or fencing in order to minimize the potential impact of any such industrial building on any neighbouring residential property.

5. RESTRICTED INDUSTRIAL AREAS

5.1 The Restricted Industrial Area shall be regarded as a stable industrial area containing a limited range of industrial uses which are environmentally compatible with adjacent Low Density Residence Areas.

5.2 In Restricted Industrial Areas, Council may pass by-laws to permit industrial buildings or uses which have a minimal environmental impact on neighbouring buildings or uses, having a gross floor area of up to 3.0 times the area of the lot.

5.3 Prior to passing by-laws to permit industrial buildings or uses up to the maximum density provided for in Section 5.2 in the Restricted Industrial Area, Council shall have regard for:

i) Section 4.13 of Part I of the Official Plan, pertaining to car and truck access, parking and loading facilities, and the impact of industrial buildings or uses on the surrounding uses or areas;

ii) the potential impact of any such industrial use on the adjacent residential area, in terms of pollutants such as odour, fumes, dust, and noise; and

iii) the desirability of ensuring that the compatibility with adjacent uses of any such industrial building or use is enhanced by providing for adequate setbacks, landscaping, buffering, screening, or fencing.

6. GENERAL USE AREAS

6.1 The General use Areas shall be regarded as areas containing a mix of commercial, institutional, residential, and a limited range of industrial uses which

are environmentally compatible with adjacent and neighbouring uses.

6.2 Council shall employ its powers of regulation and review and shall make requirements to ensure the mutual compatibility of uses in General Use Areas.

6.3.A In the General Use Area "A", Council may pass by-laws to permit:

i) commercial and/or institutional buildings or uses having a gross floor area of up to 2.0 times the area of the lot; or

ii) residential buildings having a gross floor area of up to 1.0 times the area of the lot; or

iii) buildings containing a mix of residential uses and commercial and/or institutional uses having a gross floor area of up to 3.0 times the area of the lot, provided that the residential component does not exceed a gross floor area of 1.0 times the area of the lot; or

iv) upon application therefor by the owner of a lot, industrial buildings or uses which are environmentally compatible with adjacent and neighbouring uses, having a gross floor area of up to 2.0 times the area of the lot; or

v) upon application therefor by the owner of a lot, buildings containing a mix of industrial and residential uses having a gross floor area of up to 2.0 times the area of the lot, provided that the residential component does not exceed 1.0 times the area of the lot.

6.3.B In the General Use Area "B", Council may pass by-laws to permit:

i) industrial buildings or uses which are environmentally compatible with adjacent and neighbouring uses, having a gross floor area of up to 2.0 times the area of the lot; or

ii) commercial and/or institutional buildings or uses having a gross floor area of up to 2.0 times the area of the lot; or

iii) upon application therefor by the owner of a lot, buildings containing a mix of industrial, commercial

and /or institutional uses, having a total gross floor area up to 3.0 times the area of the lot, provided that the total gross floor area of the commercial and/or institutional component of any such mixed-use building does not exceed 2.0 times the area of the lot.

7. LOW DENSITY RESIDENCE AREAS

7.1 The Low Density Residence Areas shall be regarded as stable, residential areas. Housing in a variety of building forms shall be encouraged, to complement existing housing stock in the area, including semi-detached housing, duplexes and walk-up apartments.

7.2 In Low Density Residence Areas, Council may pass by-laws to permit:

i) residential buildings having a gross floor area up to 1.0 times the area of the lot provided that appropriate regard is had for the effect upon the stability and general residential amenity and character of the Residential Areas and surrounding areas; and

ii) upon application therefor by the owener of a lot, commercial retail uses of a local convenience nature and eating establishments intended to serve the needs of local residents and local industrial employees, which are not fulfilled by existing convenience stores and eating establishments, provided that:

a) any such lot is located at the intersection of two streets, except in the case of a lot which contained such a use prior to December 31, 1983;

b) any by-law enabling such use permits a specifically-named use or uses;

c) any such use is restricted to the ground floor of a building; and

d) regard is had for the compatibility of any such use with the adjacent residential uses.

8. IMPLEMENTATION

8.1 PROPOSED AMENDMENTS TO ZONING BY-LAW

8.1.1 It is recommended that the use and gross floor area provisions of the Zoning By-law be amended as they apply to the Stockyards Industrial District, in accordance with Map B.

8.1.2 Height of Buildings

It is recommended that the Zoning By-law be amended as it applies to the Stockyards Industrial District to limit the height of buildings, excluding chimneys, vents, mechanical equipment and structures required to house such elements, in accordance with Map C.

8.1.3 I4 Zoning District

It is recommended that the Zoning By-law be amended as it applies to the Stockyards Industrial District so as to permit within I4 districts all I1, I2 and I3 uses, and those industrial uses classified as C4 which are not presently permitted in I4 districts.

8.1.4 Repeal of By-law 220-77 (Section 16(2)(ssss)

It is recommended that Section 16(2)(ssss) of the Zoning By-law be repealed.

8.1.5 Repeal of General Amendments to the Zoning By-law

It is recommended that Section 16(1)(iii) of the Zoning By-law, as it applies to certain lands in the Stockyards Industrial District, be repealed.

8.1.6 Repeal of Site Specific Amendments to the Zoning By-law

It is recommended that the following site specific amendment to the Zoning By-law be repealed:

i) By-law 162-79 (Section 1692)(128));

ii) By-law 370-79 (Section 16(2)(128)); and

iii) By-law 150-79

8.1.7 C1 Zoning District

It is recommended that the C1 zoning district provisions contained in the Zoning By-law, as they apply to certain lands in the Stockyards Industrial District, shall be amended so as to permit a carpenter's shop use at the premises known municipally in the year 1985 as 2433 and 2435 St. Clair Avenue West, provided it is wholly enclosed and does not exceed a gross floor area of 65 square metres in each property.

8.1.8 I2 Zoning District

It is recommended that the I2 zoning district provisions contained in the Zoning By-law, as they apply to certain lands in the Stockyards Industrial District, shall be amended so as to: a) permit a motor vehicle repair shop, class "B", use at the premises known municipally in the year 1985 as 731 Runnymede Road; and b) not permit an automobile service and repair shop or a motor vehicle repair shop, Class "A", on any I2 zoning district located on Mulock Avenue or Hirons Avenue.

8.1.9 R2 Zoning District

It is recommended that the R2 zoning provisions contained in the Zoning By-law, as they apply to certain lands on Mulock Avenue and Keele Street within the Stockyards Industrial District, shall be amended so as to permit the following uses:

a) a "storage warehouse, Class A", a "contractor's shop, Class A" or a "custom workshop" use at the premises known municipally in the year 1985 as 37-43 Mulock Avenue;

b) a "storage warehouse, Class A", a contractor's shop, Class A" or a "custom workshop, Class A" in properties known as 38, 40, 48, 52 and 56 Mulock Avenue, subject to an existing industrial building located at the rear of a residential building on said properties; and

c) an "eating establishment" and retail store of a local convenience nature at the premises known

municipally in 1985 at 509 Keele Street, limited to its existing gross floor area.

8.1.10 Ontario Hydro Right-of-Way Lands

It is recommended that electric power facilities owned by Ontario Hydro be exempted from the height requirements on Map C.

8.2 DEVELOPMENT REVIEW

It is recommended that the City Solicitor be requested to prepare a draft by-law pursuant to Section 40 of The Planning Act, to apply to certain lands known in the year 1983 as No. 4 Turnberry Avenue, 658 1/2 Old Weston Road, R100 Symes Road, and 2336 St. Clair Avenue West as is shown on Map B.

9. OTHER ACTIONS

9.1 It is recommended that City Council request the Ontario Ministry of the Environment, in consultation with municipal officials where appropriate, to conduct a comprehensive study of air quality in the Stockyards Industrial District, examining odour, noise, and other emissions produced by local industries and recommending ways of improving the environment, particularly ways of minimizing odours associated with the meat-packing industry, and further, that such study be considered as a matter of high priority and be completed during the year 1986.

9.2 It is recommended that the Commissioner of Plarks and Recreation, in consultation with the Commissioner of Planning and Development, be requested to report on:

a) the feasibility of land acquisition for parks purposes in the Mulock/Hirons Streets area for the benefit of residents and workers and to improve the general appearance of the area; and

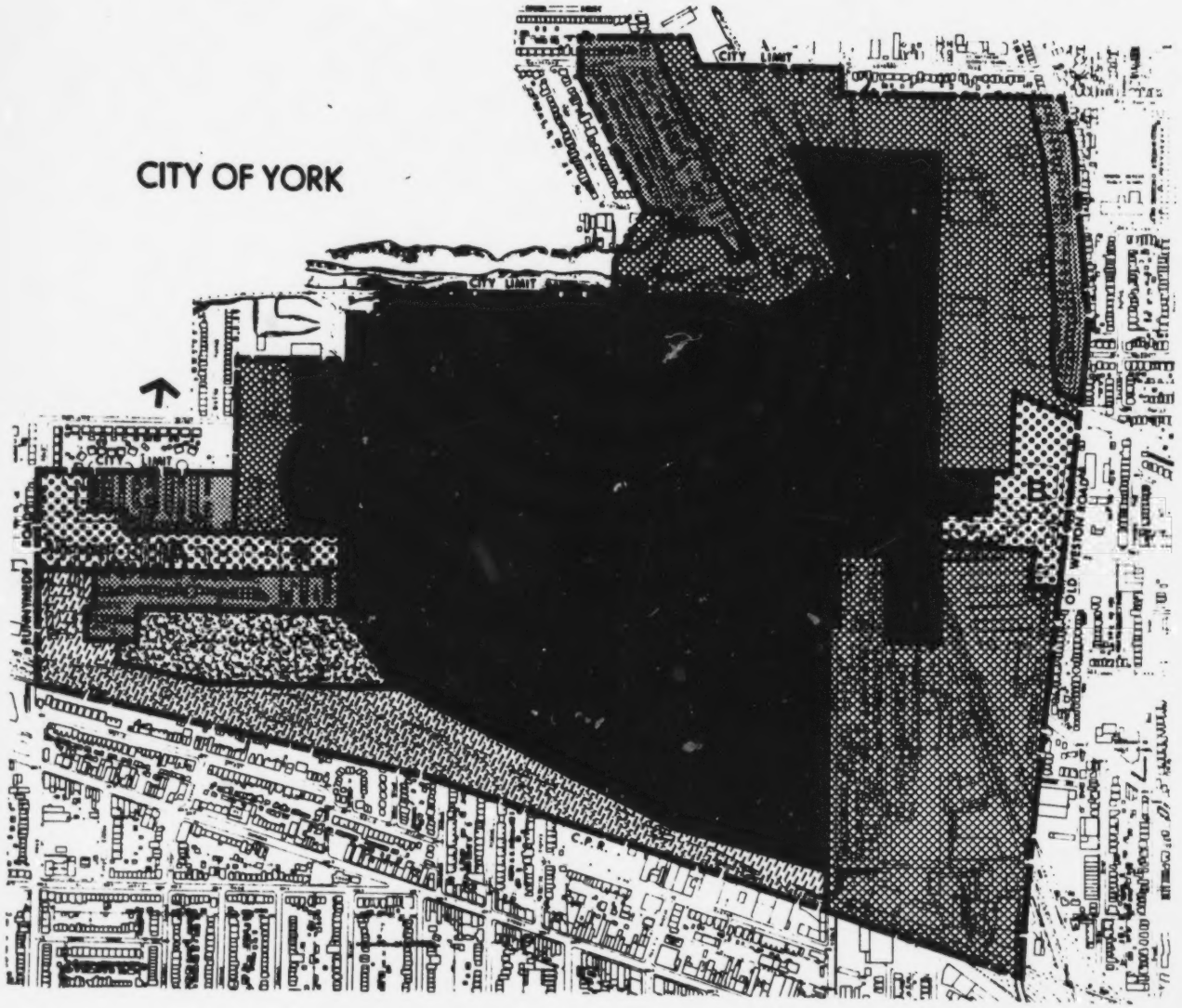
b) the feasibility of establishing a natural ice skating rink in the unopened portion of the Maybank Avenue road allowance, south of McCormack Avenue.

9.3 It is recommended that City Council reaffirm the "Industrial Improvement Programme" of the North-West Toronto Industrial Co-ordinating Committee, and encourage industrial firms to undertake physical improvements to their properties by landscaping and other means, and consistent with said programme, and to this end, request the Commissioner of Planning and Development to take necessary action, and to also assist private firms in matters of design, where appropriate.

9.4 It is recommended that the Commissioner of Planning and Development be requested to continue to monitor potential industrial development opportunities within the Stockyards Industrial District by identifying

underutilized or vacant sites that are viable for redevelopment, by identifying industrial establishments within the City which require or would benefit from relocation to the Stockyards Industrial District, and by taking necessary actions to aid in potential relocations and/or redevelopments, having particular regard for industries involved in meat-packing, food processing and labour-intensive manufacturing.

9.5 It is recommended that the Commissioner of Planning and Development, in consultation with the Commissioner of Parks and Recreation and officials from the Canadian Pacific Railways, be requested to investigate the feasibility of installing a noise barrier on the boundary between Runnymede Park and the Canadian Pacific Railway corridor.



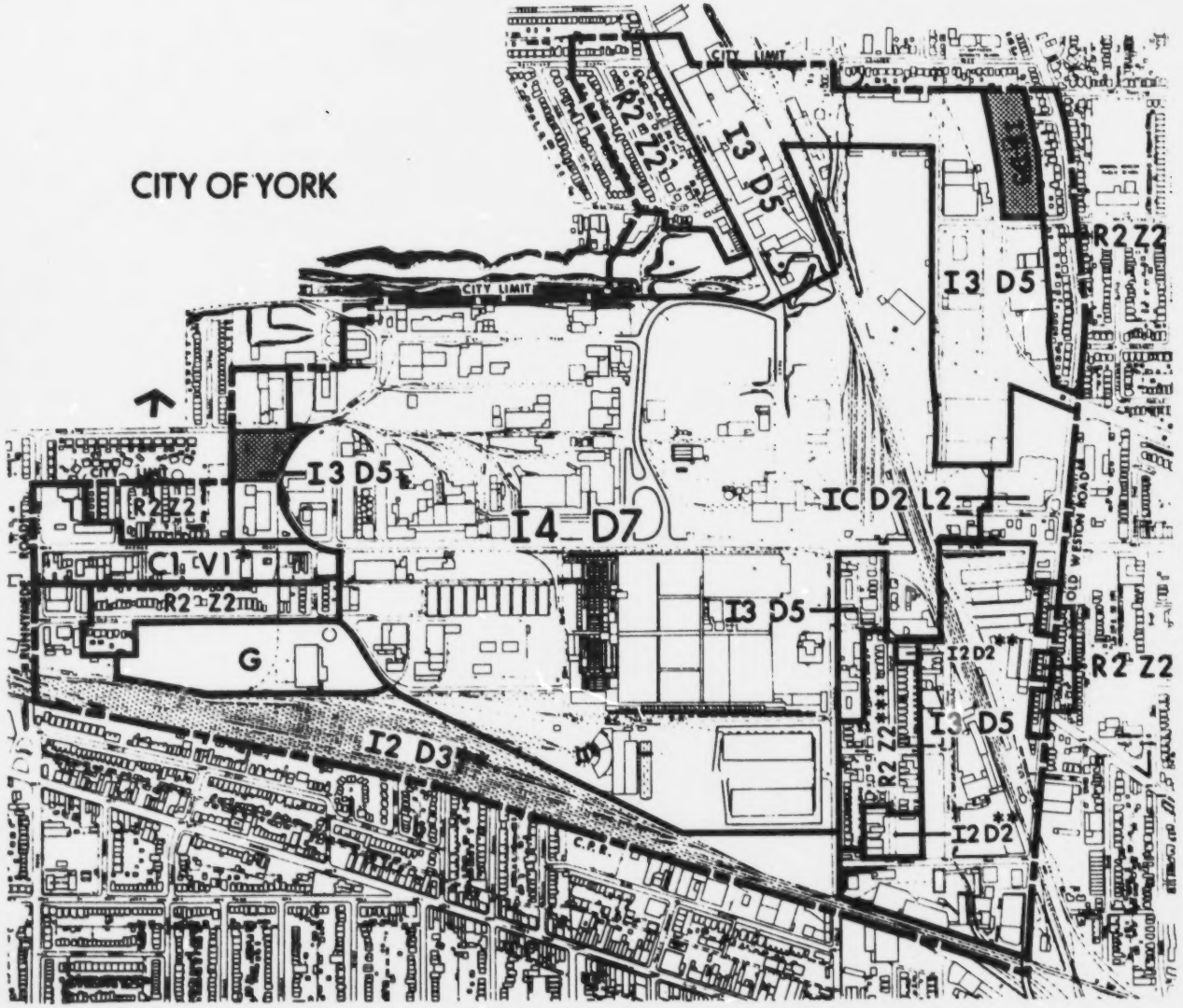
RECOMMENDED OFFICIAL PLAN **A**

STOCKYARDS INDUSTRIAL DISTRICT

OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

STEPHEN G. McLAUGHLIN – COMMISSIONER



* SEE RECOMMENDATION 8.1.7

** SEE RECOMMENDATION 8.1.8

*** SEE RECOMMENDATION 8.1.9

AREAS OF SITE PLAN CONTROL

B

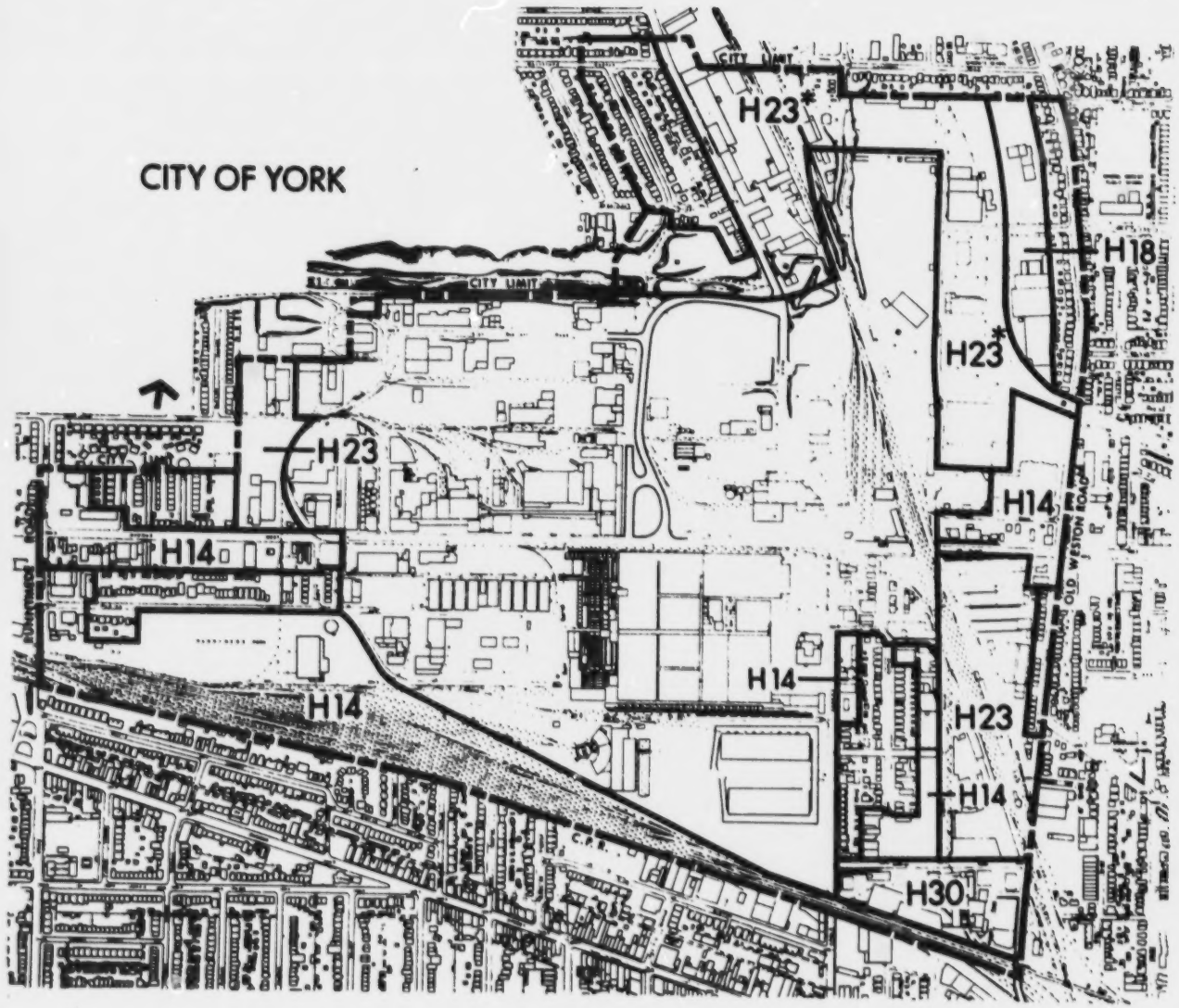
RECOMMENDED ZONING

STOCKYARDS INDUSTRIAL DISTRICT

OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT

STEPHEN G. McLAUGHLIN – COMMISSIONER



* SEE RECOMMENDATION 8.1.10

C

RECOMMENDED HEIGHT DISTRICTS
STOCKYARDS INDUSTRIAL DISTRICT
OFFICIAL PLAN PART II STUDY

CITY OF TORONTO PLANNING AND DEVELOPMENT DEPARTMENT
STEPHEN G. McLAUGHLIN - COMMISSIONER

Appendix A-1:

The City of Toronto
PLANNING ADVISORY COMMITTEE
Michael Sutton, Chairman

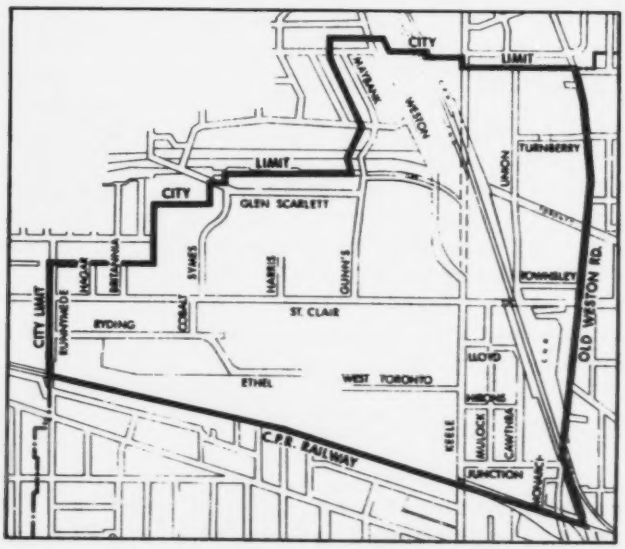
invites you to attend a

P U B L I C M E E T I N G

Wednesday, September 19, 1984
7:30 p.m.
George Bell Arena
215 Ryding Avenue

Introduction

On Wednesday, September 19, 1984, the City of Toronto Planning Advisory Committee will hold a special public meeting at the George Bell Arena to discuss the report, Stockyards Industrial District Part II Official Plan Proposal. The report presents proposals for a new Official Plan and zoning for this largely industrial area. The new plan would apply only to the area referred to as the Stockyards Industrial District, shown on the map below.



If you own property in this area, or are otherwise interested, you are urged to attend the meeting. Members of the Planning Advisory Committee as well as aldermen from Ward 1 and Ward 3 will be

present. If you cannot come to the meeting but want to find out more about the proposed new plan, please call Vince Pietropaolo at 536-2105. You can also let me know your views by writing to: The Chairman, Planning Advisory Committee, City of Toronto, 20th Floor, East Tower, City Hall, Toronto, Ontario, M5H 2N2.

This newsletter is intended to highlight the most important aspects of the report only.

What is the Official Plan

The City of Toronto Official Plan is a legal document which acts as an "official" guideline to future development of the City. The Official Plan consists of two parts. Part I of the Official Plan which was approved in 1969, sets the development goals and objectives for the City as a whole. Part I of the Official Plan is a "general" plan in nature, and does not contain detailed provisions applicable to specific areas of the City. However, it makes provisions for studies to be undertaken on a district by district basis.

These studies constitute Part II Official Plans. They contain detailed policies and guidelines addressing issues within a specific area of the City. Over the years, a number of Part II Official Plans have been completed and approved.

The Part II Official Plan for the Stockyards Industrial District addresses issues unique to this area. If approved, it will be the legal guideline affecting future development in this area.

What is the Zoning By-law

The Zoning By-law sets specific standards and regulations to control the use of any parcel of land in the City. For example, it regulates the types of buildings that can be built on a given lot, including such things as the distance from lot lines, the size, the amount of open space, parking requirements, etc. The Zoning By-law can be changed by City Council, but only if that change is within the guidelines set out in the Official Plan. This report will recommend some changes, mostly technical in nature, to the Zoning By-law.

Background of the New Official Plan

The Stockyards Industrial District plan was developed as part of a larger review process which began in the early 1970's when the City became seriously concerned about the accellerating decline of industry. Following a series of reports and studies, the City adopted new policies favourable to industry in general, with the aim of arresting the exodus of industry and attracting new industry to the City. The long-term objective is to maintain the

industrial assessment and tax base and employment base of the City.

The Stockyards Industrial District has long been identified as one of the key industrial areas of the City requiring a review of the existing Official Plan and zoning regulations. The importance of industry in the Stockyards Industrial District cannot be over-emphasized. In addition to the Ontario Stockyards, the area also contains the largest concentration of meat-packing firms in Ontario since the early days of this century. The meat products manufactured here are distributed throughout south-western Ontario and as far away as Montreal and the western provinces. The area contains some of the single largest employers within the City of Toronto. This plan has, therefore, been prepared within the context of the City's new industrial policy, the needs and objectives of the industries in the area, and in relation to other local considerations, such as the residential pockets of land in and near the area.

Details of the Plan

Area Reserved for the Stockyards and the Meat-Packing Industry:

- The Ontario Stockyards and the "meat-packing complex" are the core of this large industrial area containing some 120 firms. The meat-packing complex itself is a collection of 17 firms involved in the processing of meat and meat by-products, the largest such concentration in the Province of Ontario. Together with the Ontario Stockyards, which are also the largest and most important such facility in the country, they employ close to 3,000 people. the St. Clair-Keele area has historically functioned as a regional "meat terminal" serving hundreds of buyers from across the province.

- This plan recognizes that the Ontario Stockyards and the meat-packing complex are closely integrated, each being significantly dependent on the other. This inter-dependency developed soon after the stockyards were established in 1903. The plan also recognizes that the meat-packing industry, as a whole, forms the foundation of the industrial base of West Toronto, for a number of reasons. The reasons include the historic development of the industry, its geographic location, and the economic importance the industry has attained due to its sheer magnitude, including for reaching economic linkages and a vast employment base.

- The plan would, therefore, reaffirm the area as suitable for a wide range of industrial uses and for the meat-packing industry in particular. The present zoning will be reaffirmed, although it will be technically different. Consistent with an important by-law passed in 1977, which

prohibits commercial uses within any area zoned for industrial, the zoning that is proposed in this plan (I4) will also permit all classes of lighter industrial uses (I1, I2, I3), but not commercial uses. This area would be buffered from the major residential areas by ravine and parkland, railway yards and by light industrial areas. In the future, the area where heavy industry is allowed (such as the meat-packing complex) will be expanded eastwards as far as Union Street since this area already contains heavy industry.

Areas Reserved for Other Types of Industry

In addition to the stockyards and meat-packing complex, the district contains a number of other important industrial zones with some 100 firms employing an additional 4,000 people. These areas form a continuous belt completely surrounding the meat-packing complex and heavy industrial uses, shielding them from the residential areas. Industries within these areas range from light warehousing and workshops to automobile repair shops and a variety of manufacturing.

These areas will generally be zoned I3, a category also permitting lighter industry (I1, I2) but not heavier uses (I4), nor commercial uses. The effect of the proposed zoning will be similar to the effect of the present zoning. Some areas, however, will be zoned I2 so as to permit only light industry due to the proximity of areas of housing. Building height will be restricted to 14, 23 or 30 metres (45, 75 or 100 feet) depending on the location. Most industrial buildings in these areas will be allowed to have a floor area equal to a maximum fo 5 times the area of the lot, as at present. Some will be restricted to 2 times, which could be increased to 3 times by making a rezoning application to City Hall. All industrial buildings will continue to have significant expansion opportunities. The area as a whole has substantial industrial development potential.

Residential Areas

Since the study is primarily an industrial area, not only is the residential component very small, it is scattered into one-half dozen pockets, mostly at the periphery of the area. In fact, four of the six groupings of homes are really part of other residential communities which extend into the study area's boundaries; the other two pockets are isolated, being completely surrounded by industry.

The plan will recognize all viable and stable residential areas. The present residential zoning will also be reaffirmed with an increase in the total allowable floor area from 0.6 to 1.0 times the area of the lot. Restrictions on distancing from the front lot line will be reduced but a height limit of 12 metres (38 feet)

will be established. Retail stores and small restaurants will be allowed in the residential areas under certain conditions and only by special "rezoning" applications to City Hall.

One area of housing, the Keele-Hirons-Mulock area, will be affected more than the rest by this plan. All the houses in this area are zoned industrial which means that no new houses or additions can be built without special permission from City Hall. They can, however, be torn down and replaced by industry. The plan recognizes that, because of its isolation, this area is not a viable residential area in the long term and should continue as an area in transition from housing to industry. However, there is no reason why, in the short term, these homeowners should not be granted some relief from adverse zoning conditions in order that they may enjoy the same flexibility and development rights as other homeowners, at least in the short term. The plan, therefore, proposes that the homes in this area be zoned residential but that changes from residential to industrial will be allowed; changes from industrial to residential will not be allowed.

Commerce

Retail and other commercial activity is presently allowed only in the St. Clair-Runnymede area and the St. Clair-Old Weston Road area. Residential is also permitted although it is on the decline. The plan proposes that, in addition to commercial and residential, light industrial be also permitted near Runnymede Road since the area is already very "mixed" in character. The St. Clair-Old Weston Road area, on the other hand, will be reserved only for commercial and industrial; residential will no longer be allowed except by a special rezoning application. Both of these commercial areas serve a regional clientele. Buildings will be permitted to have a floor area equal to 2 and 3 times the area of the lot depending on the type and location. A height limit of 12 metres (38 feet) is proposed.

Parkland

The plan proposes that the present zoning on Runnymede Park be retained so as to preserve it as parkland. A need for a new park has been identified in the Hirons-Mulock area and the City should consider acquisition of land for this purpose. Similarly, it is proposed that the City lease a vacant parcel of land owned by the Board of Education for a new park. These parks will be of benefit to both residents and workers in the area.

Protection of the Environment

Protection of the environment is an important goal of this plan and is consistent with the goal of strengthening the stability of

industry in the study area. Industry has generally been of the view that envitonmental improvements are a direct threat to its long-term viability. However, experience has shown that envitonmental constraint on industry does not, by itself, cause the demise of industry. The largest firms that have either reduced their operations or moved out of the west end of the City in the past five years have done so for other reasons, reasons related to wider economic issues, distribution, internal company plans, etc. Rather, environmental improvements have resulted in ensuring the long-term peaseful co-existence of industry and housing. This translates into long-term stability for industry, for, in environmental disputes between housing and industry, the outcome is usually to the detriment of industry. Industry can no longer afford to be able to function without regard for the environment.

In recognition that industry and government have a mutual obligation to improve and protect the environment, this plan proposes that the Ministry of Environment be formally requested to conduct a study of ways of improving all aspects of the environment - noise, odours, emissions - in the Stockyards District in consultation with industry and City officials.

Legal Non-Conforming Uses

A "legal non-conforming use" is a use, industrial, residential or commercial, which is contrary to the zoning on the property, i.e., non-conforming, but which was legally established prior to the approval of such zoning. For example, an area zoned industrial may contain homes which were built before the industrial zoning was established. These homes are classified as legal non-conforming uses. The other situations, there are factories within residential zones, there may be heavy industry in areas zoned for light industry, etc.

A legal non-conforming use is not permitted to expand except in a minor way and then after approval from the Committee of Adjustment. This requires a public hearing. Any change of use, from one legal non-conforming use to another, is similarly restricted. According to the Official Plan, a legal non-conforming use must eventually cease to exist and the land revert to the usage for which it is zoned.

In the Stockyards Industrial District, at the present time, there are approximately 19 industrial, 9 commercial and 127 residential legal non-conforming uses for a total of 155. Under the proposed zoning, the number of legal non-conforming uses wuld be reduced substantially: 12 industrial, 3 commercial and 27 residential for a total of 40.

After This Public Meeting ...

The immediate purpose of the report Stockyards Industrial District Part II Official Proposal is to provide a basis for public discussion. After the public meeting of September 19, 1984, the new report, Final Recommendations will be written. All comments received at the public meeting, in letters, discussions, etc., will be taken into account in the preparation of the new report. The Final Recommendations report will then be submitted for approval, first to the Planning Advisory Committee and eventually to City Council. Once approved by City Council, it becomes a by-law which can only be overturned by an appeal to the Ontario Municipal Board. At each stage of approval, you may appear in support or in objection before the relevant Committee. A mailing list will be drawn up to notify interested persons of each meeting. Check with Vince Pietropaolo (536-2105) to make sure that you are on this mailing list.

Appendix A-2:

PUBLIC MEETING MINUTES

Wednesday, September 19, 1984
7:30 p.m.
George Bell Arena
215 Ryding Avenue

Present: Approximately 150 interested parties
Alderman William Boytchuk, Ward 1
Alderman Richard Gilbert, Ward 3
Alderman Joseph Piccininni, Ward 3
Leslie Scott, Alderman Shea's Office, Ward 1
Yuri Shymko, MPP, High Park-Swansea
Phil Biggin, Member, Planning Advisory Committee
Marja Gates, Member, Planning Advisory Committee
Ross Bobak, Member, Planning Advisory Committee
Albert Bernardine, Member, Planning Advisory Committee
Tony Silipo, Trustee, Toronto Board of Education, Ward 3
Doug Little, Trustee, Toronto Board of Education, Ward 1
Bruce Gray, Planning & Development Department
Vince Pietropaolo, Planning & Development Department
Diana Wajnblum, Planning & Development Department

A public meeting was held on Wednesday, September 19, 1984, to discuss the Stockyards Industrial District Part II Official Plan Proposals. The meeting was called to order at 7:35 p.m. by Mr. Phil Biggin, Chairman.

Following the introduction of staff and elected officials, the Chairman explained that the purpose of the public meeting was to discuss the proposals report for the Stockyards Industrial District Part II Official Plan. The Planning Advisory Committee decided, in accordance with its regular procedures, to hold this meeting in order to hear comments and views from residents, industrialists and other interested parties within the area bounded by Old Weston Road, the CPR Railway and the City Limits.

The Chairman then turned the floor over to Mr. Vince Pietropaolo, Planner with the City of Toronto Planning and Development Department. Mr. Pietropaolo made a general presentation. He explained the present and proposed Official Plan and Zoning By-law, as well as pointing out some of the major industries, residential areas, commercial uses, etc. He pointed out the Hirons-Mulock residential area, in particular, and stated the plan proposes to change the zoning from C3 to R3.

The Chairman opened the floor for discussion.

Mr. Yuri Shymko, MPP for High Park-Swansea, made reference to the Kelljair Report as well as to the notice of the public meeting which was sent to area residents. Mr. Shymko quoted from the notice, "this plan recognizes that the Ontario Stockyards and the meat-packing complex are closely integrated, each being significantly dependent on the other. This inter-dependency developed soon after the stockyards were established in 1903. The plan also recognizes that the meat-packing industry, as a whole, forms the foundation of the industrial base of West Toronto for a number of reasons. The reasons include the historic development of the industry, its geographic location and the economic importance the industry has attained due to its sheer magnitude, including far-reaching economic linkages and a vast employment base."

Mr. Shymko then quoted from the Kelljair Report, appended to the Stockyards Industrial District Proposals Report: "Because of the close integration of the stockyard activities with those of the nearby meat-packing complex, the two should be viewed as one system. One component of the system cannot exist viable without the other. It is impossible to move the stockyards from their present location without seriously harming the meat-packing complex."

Mr. Shymko questioned the validity of the Kelljair Report. He felt that the statements made reflected the idea that, should any portion of the stockyards move away, the remaining could never survive. He pointed out that Canada Packers has moved to Kitchener and it seems to survive. The possibilities of relocation should be looked at closely. He asked whether Mr. Kelly still maintains that the meat-packing industry cannot survive.

Mr. Kelly responded by saying that the packing houses can survive without the stockyards but not in Ontario. He stated that the industry has become fragmented, pointing out that 1,000 people lost their jobs because of the Canada Packers move.

Mr. Shymko said there are 35 acres of prime land in the middle of the City and took strong issue with Mr. Kelly's position that use of this land for stockyards is vital to the meat-packing industry.

Bill Kelly stated that his report mentioned that, if the packing industry were to move, they would need the same services (eg., sewers, water, etc.) of a city with a population of 250,000 people.

Alderman Boytchuk also responded to Mr. Shymko's comments. He stated that the City presently gets many benefits from the industries in the stockyards (eg., tax base, employment, etc.). He then asked of Mr. Shymko whether the Province can assure the

people that they will compensate the City for any loss due to the relocation of any industries from the Stockyards District.

Mr. Shymko said he did not want the industries replaced with housing but his position is that light industry could replace the existing industrial uses. He indicated that the industries could move to another location just outside of the City, for example, on Steeles Avenue.

Mr. Pietropaolo made a point of clarification. He stated that it is important to dispell the fact that Canada Packers has moved away entirely as had been stated by some of the speakers at the meeting. In fact, he stated that it is only the slaughter operations that were relocated. The company still has six major operations in the area.

An employee of the Beef Terminal referred to a comment made by Mr. Shymko when he stated that no harm would be done if the stockyards were moved away. He was one of the employees who had bought into the Beef Terminal by paying $8,000. (Note: The Beef Terminal is an employee-owned business.) He asked rhetorically that in the event that any more industries move out of the stockyards area, would there be anyone willing to refund his $8,000?

Mr. Sid Selnik asked if a recent survey was taken of the area. He felt that there were a great many dilapidated buildings in the area and said a survey should be taken.

Mr. Pietropaolo replied that a survey of the buildings had not been done but that the area is not, in fact, in as "run-dowm" condition. Many buildings are being improved and the proposed plans also recommends further improvements.

Ms. Florence MacDonald, Secretary of the York Federation of Ratepayers, read a prepared written brief. This brief is generally in support of the proposed plan, particularly those portions of the plan pertaining to industry. (The full brief is appended to this report in Appendix "F"). Mr. Doug Little, Trustee, referred to the St. Clair school site. The land is now for sale and the Toronto Board of Education is willing to sell this property to the City if the City wants it for park purposes. He requested that the report's wording in Recommendation 9.3 be changed from "lease" to "purchase".

Mr. Pietropaolo indicated that the proposed plan recommends that the Commissioner of Parks and Recreation report on the feasibility of buying the site. As of today, the Parks and Recreation Department has not commented on this propoposal.

Mr. Evans from 473 Keele Street said there was a large proliferation of auto body shops in the area and that these shops

do not provide parking. As a result, there is a parking shortage as well as a policing problem. He suggested that the new zoning should require these shops to provide parking for their customers.

Mr. Tom Collins asked whether any environmental issues, especially regarding the heavy industries, are addressed in the report.

Mr. Pietropaolo said the Ministry of the Environment will study the environment. The plan recommends that the industries remain but that the Ministry of the Environment be formally requested by City Council to ensure that appropriate environmental controls are established where necessary.

Ms. Lila Szimedli stated that she was concerned that all the industrial zoning in the area would increase residential property taxes.

The Chairman said that, if the industries are lost in the area, the residential property owners will end up paying more taxes to compensate.

A resident of Mulock Avenue was concerned about the industrial zoning of residential properties located on Mulock, Keele and Hirons.

Mr. Pietropaolo clarified the present and proposed zoning for this area. He stated that Mulock is zoned industrial (C3) at the present time. In simplified terms, this permits a property owner to tear down his house to build a factory but not the other way around. However, the houses in the area are in good condition and would be zoned residential in the future.

A resident from Mulock asked if he would be able to rebuild his house if it were destroyed by fire.

Mr. Pietropaolo assured him that, if his house were destroyed by fire, lighting, etc., and was zoned industrial, he would be permitted to rebuild as long as the new building had the same dimensions as the previous one.

Mr. Harold Booth stated that he lives near the Benjamin Moore site and asked if he were to sell his house, would he get industrial land prices?

Mr. Pietropaolo said that real estate value depend on a number of things but usually residential land prices are higher than industrial land prices.

Ms. Mary Ellis requested clarification on the difference between heavy and general industrial zoning.

Vince Pietropaolo said uses such as meat-packers, stockyards, rendering plants, scrapyards, etc., were permitted in areas designated as "Heavy Industrial" in the Official Plan and that manufacturing plants, metal products plants, etc. and most other types of industry are permitted in "General Industrial" areas.

Ms. Ellis asked under which category paint factories fall.

Mr. Pietropaolo said paint factories are usually in "Heavy Industrial" areas.

A resident said that the smell of the stockyards was acceptable but not the smell of paint factories. She asked what PCBs are classified as.

Mr. Pietropaolo said the proposed plan is basically changing the name of the zoning category from I4 to C4. All the industrial uses which are permitted under the present zoning would also be permitted under the future zoning. However, PCBs have been specifically banned in Ontario. He then read Section 3.1 on Page 83 of the Proposals Report.

An employee of the Beef Terminal asked what side of Old Weston Road is the eastern boundary of the study area. His house is on the east side of Old Weston Road. (The study area includes only the west side of Old Weston Road.)

A gentleman from PRI Investments asked if open storage areas were a permitted use in heavy industrial districts?

Mr. Pietropaolo replied yes they are a permitted use.

The gentleman from PRI Investments felt that this was not an improvement since he felt that the Proposals report was to try to improve the area.

Mr. Sam Ritacca questioned the validity of zoning the area for heavy industry when the industries in the area have no more space to expand anyway.

At this point, several residents complained about the smell.

A representative from CN Railways mentioned that CN owns a piece of property on the north-east corner of Keele and St. Clair. The Proposals report is recommending that the property be zoned for heavy industrial use. That would make the property non-conforming, and the commercial value of the property would be lost.

Mr. Pietropaolo said the commercial uses were removed from the industrial zoning throughout the area in 1977 and commercial uses are already legal non-conforming uses.

Mr. Doug McDonell, Manager of the Ontario Stockyards, expressed his support for the Proposals report. The stockyards provide a valuable service to the City and the proposal to reinforce the zoning is appreciated. It demonstrates the City's commitment to industry.

Mr. W. McCartney said he recently called the Ministry of the Environment to complain about the smell. He said the Ministry of the Environment never seemed to recognize the problem. He wondered whether the Ministry of the Environment was planning to take action to reduce the smell.

Mr. Pietropaolo replied that the Proposals recommend the Ministry of the Environment take measures to combat the problem in a comprehensive way in a joint programme with the companies involved.

Mr. Bill Kelly mentioned that the Ministry of the Environment completed an air study in 1978. The air was monitored by the Ministry of the Environment with regular inspections. The department was successful in getting industries to install scrubbers, etc., and, as a result, the clean-up is ongoing.

Mr. Pietropaolo said that one company was ordered to install certain pollution control equipment by the Ministry of the Environment in order to reduce the smell emitting from their business.

Alderman Gilbert has received complaints from his constituents in Ward 3 about the smell. He felt the Ministry of the Environment does not go far enough to combat the problem. He asked Mr. Shymko why the Provincial government does not use the Environmental Protection Act to the fullest in order to help alleviate the problem of smell.

Mr. Shymko replied that the stockyards should be relocated to an area like Vaughn Township. The smell is embarrassing but it is not unhealthy. The worst smell comes from the rendering plants and perhaps there may be a way of neutralizing or "perfuming" it.

A resident complained about the terrible smell from Levine Hides. The hides are stored outdoors and the smell is very bad. the hides should be removed.

Mr. Pietropaolo said that this factory was not compatible with the adjacent residential area. If the outdoor storage area were

enclosed, it would be better. The Proposals Report recommends that the property be designated as a site plan control area.

Alderman Gary Bloor from Ward 7 in the City of York stated that, geographically speaking, Glen Scarlett Road blends into both the Cities of York and Toronto. He said that some of the rear properties backing into York have open backyards containing empty drums, etc. and requested that the City of Toronto by-law enforcement people clean this up. He also said that he has photographs of the Toronto Public Works Department staff flushing the sewage their machines have collected into the sewer system in York. However, he added that York has lost a great deal of industry and suggesting that the stockyard industries move into Vaughan Township is a bad idea. He summarized that the area should be kept for industry but that good planning and co-operation between the municipalities are needed and the City of Toronto should ensure that the problems he previously noted are rectified.

A member of the Ward 1 Ratepayers' Association said that the industrial area was "dumpy looking". She suggested that, if requirements are made in the Zoning By-law to ensure the improvement of the visual nature of industries, then perhaps industries would stay and the neighbours would be happy.

A member of York Ratepayers' Association stated that, once a decision is made to keep the existing industries where they are, perhaps the next decision should be what industries should be allowed. Industries in this area are insecure so why should they invest money in their properties. The City should give them a sense of security, then perhaps they will improve their properties.

Alderman Piccininni said that the proposal brought forward for discussion at this meeting is not final. The City fears a loss of jobs and industries; some 15,000 jobs have been lost throughout the City. As a result, the City formed the Industrial Co-ordinating Committee because industries in the City felt not wanted. Efforts have been made to try and remedy the problems, stench, etc., but if people are unemployed, they will go where there is employment for them. The Planning Advisory Committee is giving you a proposals report. People should study it, and should mention what they do not like about it. The Ministry of the Environment has monitored this area for years and will continue to do so. The Ministry of the Environment should be present, hopefully, at the future meetings. There have to be jobs and employment to make a complete City.

There were no further questions or comments.

The Chairman, in his closing remarks, mentioned that the planners will incorporate the concerns raised at this meeting in a final report. In the meantime, if people still have questions or concerns, they should call Vince Pietropaolo at the Bloor-Dundas Site Office, telephone 536-2105 or at City Hall, 947-7214.

Alderman Boytchuk requested that, due to the very large turnout at tonight's meeting, a number of smaller meetings in specific areas should be held with residents and Planning Advisory Committee members.

Vince Pietropaolo, on Alderman Boytchuk's suggestion of smaller community meetings, suggested that the following four areas be decided upon for smaller public meetings:

1. area residents in the vicinity of Mulock/Hirons/Keele Streets;

2. area residents in the vicinity of McCormack/Weston Road;

4. area residents in the vicinity of Runnymede Road, Ryding Avenue and St. Clair Avenue West; and

4. area residents in the vicinity of Old Weston Road.

As there was no further discussion, the meeting adjourned at 9:35 p.m.

Appendix B-1:

The City of Toronto Planning Advisory Committee
Michael Sutton, Chairman

invites you to attend a

P U B L I C M E E T I N G

Tuesday, November 6, 1984
7:30 p.m.
George Bell Arena
215 Ryding Avenue

On September 19, 1984, the City of Toronto Planning Advisory Committee held a public meeting at the George Bell Arena to discuss the report "Stockyards Industrial District Part II Official Plan Proposal". The meeting was attended by approximately 150 people, many of whom had specific concerns regarding their own individual street or property. The Chairman agreed that it would be useful to have smaller, follow-up meetings to discuss the problems and issues in each of the residential sections of the district. The Planning Advisory Committee is, therefore, holding 4 additional informal meetings.

The meeting for your area - The Keele/Mulock/Hirons Area - is scheduled for November 6, 1984.

For further information, please call Vince Pietropaolo at 536-2105.

Appendix B-2:

AREA #1 PUBLIC MEETING MINUTES
Keele/Hirons/Mulock Area

7:30 p.m.
Tuesday, November 6, 1984
George Bell Arena

Present: approximately 25 residents
Bill Kelly, Planning Advisory Committee Member
R.D. Hogg, Ministry of the Environment
Irma Pattison, Representative, Alderman Boytchuck's Office
Vince Pietropaolo, Planning & Development Department
Diana Wajnblum, Planning & Development Department

The meeting commenced at 7:30 p.m., chaired by Mr. Kelly of the Planning Advisory Committee.

Following introduction of staff and officials, Mr. Pietropaolo, the area planner, explained that on September 19, 1984, the Planning Advisory Committee held a public meeting to hear comments from residents regarding the Stockyards Industrial District Part II Official Plan Proposals Report. Due to the large turnout, it was decided that the Planning Advisory Committee would hold four informal area meetings in order to enable residents living in each of the four residential pockets to express their concerns about their particular area. This meeting is being held to discuss Area #1, the Keele/Hirons/Mulock residential neighbourhood.

Mr. Pietropaolo explained that the houses in this area have been zoned industrial since the passing of the Zoning By-law in 1953. The present zoning permits industries to expand; however, it does not permit new residential uses or the expansion of existing residential uses. The Stockyards Industrial District Official Plan Part II Proposals Report proposes to change the zoning in this area to rezone the existing residential properties from industrial to residential. Under the proposed zoning change, existing residential uses would be confirmed. Under the proposed Official Plan, new residential uses would not be allowed. Therefore, industrial properties could not be changed to residential and residential properties could not be changed to industrial without the approval of a rezoning application by City Council. At the present time, because of the industrial zoning throughout this area, residential properties could be turned over to industrial uses without the need for any special approval.

The floor was opened for discussion.

A resident asked how high the factories could be built.

Mr. Pietropaolo replied that the height limit on Mulock Avenue would be 45 feet for both the houses and the industries. However, the area north of Lloyd Avenue will continue to be zoned industrial and, therefore, there will be no height limit.

A resident asked who was proposing the Official Plan Part II study and if there has been any controversy.

Mr. Pietropaolo replied that the Planning and Development Department has initiated this Part II study and, to date, they have not received any negative response to their proposals, particularly the proposal to reaffirm most of the area for industry. He added that the existing factories on Mulock Street will also remain zoned industrial.

A resident asked how this plan will affect property taxes.

Mr. Pietropaolo replied that the taxes are not directly affected as a result of a change in zoning from industrial to residential. The factors that determine change in taxes are related to the use of the property.

A resident stated that 61 Mulock Street is owned by the City and suggested the planner look into other properties on Mulock that are owned by the City.

A resident asked what would happen if an industry applies now to expand their business onto a residential property before the Plan is approved.

Mr. Pietropaolo replied that because of the industrial zoning of the residential uses, industries would be permitted to expand. No special approval is required. However, this would not be the case once the Part II Plan is approved and passed.

A resident asked how much longer it will take before the Plan is approved.

Mr. Pietropaolo replied that the Plan will probably not be approved until the Spring. After these area meetings have been held, a report will be written to go before the Land Use Committee which will outline the comments and concerns raised by residents. If the report is approved by the Land Use Committee, the City Solicitor will be requested to draft the necessary by-laws. After the by-laws have been drafted, they will go before the Land Use Committee for approval then on to City Council for enactment. Appeals can be made to the Ontario Municipal Board if there are objections to Council's decision. At every stage of the approval process, residents have the opportunity to speak for or against the proposal.

A resident asked why the houses on Mulock Avenue north of Lloyd Avenue will not be affected by the new zoning change.

Mr. Pietropaolo explained that these houses are all surrounded by industrial uses, are few in number and are isolated from the main residential area to the south by heavy industry.

A resident asked why autobody shops were allowed on Mulock Avenue and why they can continue their business.

Mr. Pietropaolo replied that the autobody shops were established at a time when the Zoning By-law permitted them. In 1977, the City passed a by-law for all of the area north of the railway tracks, including the Keele/Mulock area, that prohibited "motor vehicle repair shops, Class 'A'" (auto repair shops). In 1979, another by-law was passed prohibiting "motor vehicle repair shops, Class 'B'" (auto body shops). However, because of the number of objections to this by-law, the City decided to permit "motor vehicle repair shops, Class 'A'" on Keele Street.

Mr. Evans, of Keele Street, stated that the owners of 56 Mulock Avenue applied to the Committee of Adjustment for permission to operate a car repair shop. There was a hearing. The Committee refused their application and the owners did not appeal the decision but the owners are still operating their business. He wondered how long can they operate their business illegally?

Mr. Pietropaolo replied that this is a matter for the Buildings and Inspections Department and they should be advised of this.

A resident asked if Stingray Collission on Mulock Avenue could sell to another autobody shop.

Mr. Pietropaolo replied that nothing in the Zoning By-law can prevent the owners from selling the business, nor the new owners from operating the business.

A resident asked for clarification on a citizen's legal rights regarding noxious odours.

Mr. D. Hogg of the Ministry of the Environment stated that there are laws on odour emissions, etc., but there is no standard in terms of odour since everyones' sensitivity is different. He added that although the area has improved over the years, complaints to the Ministry have been steady.

In response to a further comment that the refinery on Keele and St. Clair is the most odourous, Mr. Hogg replied that, since that type of odour is controllable, the Ministry is working with the company to clean it up.

Another resident asked about the smell coming from Benjamin Moor which sometimes is excessively bad.

Mr. Hogg replied that residents should immediately call the Ministry's 24-hour hotline which is 424-3000. He added that all calls are followed up.

A resident commented that the Chemical Resins Corporation in the Keele Centre has trucks coming and going to the pumps from 11:00 p.m. until 3:00 a.m. and he wanted to know if any restrictions can be imposed as to the hours they do this pumping.

Mr. Hogg replied that the City has a noise control by-law and it should be reported so that the complaint can be investigated.

A resident complained that there is a lot of noise coming from Stingray Collision as late as 1:00 a.m. because they are fixing cars. A second complaint was that during the day their customers' cars are parked on the street using up the area residents' parking spots.

A resident asked why both sides of Mulock Avenue, north of Lloyd, could not be used for parking.

Mr. Pietropaolo replied that the Department of Public Works regulates parking. The streets must be clear to allow fire trucks and cleaning equipment.

A resident recommended that the Fish Company, the Bakery, the Bleach Company and the Cheese Factory, all on Mulock Avenue, be zoned residential.

Another resident wanted to know what was happening with the Old Weston Road bridge.

Mr. Pietropaolo replied that the bridge is under Metropolitan Toronto's jurisdiction and they do not want to rebuild the bridge whereas the City of Toronto wants it rebuilt. He noted that the issue has been at an impasse for the last two or three years and there are a number of related issues that further complicate the problem.

As there were no further comments or questions, the meeting adjourned at 8:55 p.m.

Appendix C-1:

The City of Toronto Planning Advisory Committee
Michael Sutton, Chairman

invites you to attend a

P U B L I C M E E T I N G

Wednesday, November 7, 1984
7:30 p.m.
George Bell Arena
215 Ryding Avenue

On September 19, 1984, the City of Toronto Planning Advisory Committee held a public meeting at the George Bell Arena to discuss the report "Stockyards Industrial District Part II Official Plan Proposal". The meeting was attended by approximately 150 people, many of whom had specific concerns regarding their own individual street or property. The Chairman agreed that it would be useful to have smaller, follow-up meetings to discuss the problems and issues in each of the residential sections of the district. The Planning Advisory Committee is, therefore, holding 4 additional informal meetings.

The meeting for your area - The Maybank/McCormack/Weston Area - is scheduled for November 7, 1984.

For further information, please call Vince Pietropaolo at 536-2105.

Appendix C-2:

AREA #2 PUBLIC MEETING MINUTES
Maybank/McCormack/Weston Road

7:30 p.m.
Wednesday, November 7, 1984
George Bell Arena

Present: approximately 20 residents
Alderman Derwyn Shea
Alderman William Boytchuk
Barney Singh, Ministry of the Environment
Vince Pietropaolo, Planning & Development Department
Diana Wajnblum, Planning & Development Department

The meeting commenced at 7:35 p.m., chaired by Alderman Boytchuk.

Following introduction of staff and officials, Mr. Pietropaolo, the area planner, explained that on September 19, 1984, the Planning Advisory Committee held a public meeting to hear comments from residents regarding the Stockyards Industrial District Part II Official Plan Proposals Report. Due to the large turnout, it was decided that the Planning Advisory Committee would hold four informal area meetings in order to enable residents living in each of the four residential pockets to express their concerns about their particular area. This meeting is being held to discuss Area #2, the Maybank/McCormack/Weston Road residential neighbourhood.

Mr. Pietropaolo explained how the proposed Part II Official Plan would affect this neighbourhood. It would be reaffirmed as a Low Density Residential Area. The existing R2 Z2 zoning would be changed to R3 Z3, allowing higher densities and additional uses, such as convalescent homes.

The floor was then opened for discussion.

Mr. Rick Richards asked whether the proposed change in zoning from R2 to R3 would permit group homes.

Mr. Pietropaolo replied that group homes are already permitted in all residentially-zoned districts, including R2 and R3 areas.

Mrs. Berry was concerned about the fact that residents are not notified when a group home is being established.

Mr. Pietropaolo replied that if the zoning permits the establishment of any use, including a group home, there is no notification procedure required because it is a permitted use in the Zoning By-law. Notice is given only when a change in by-law

or a "minor variance" from the by-law is required before a certain use can be established.

Mr. John Kanis asked if there was a policy stating that area residents be automatically notified when a group home is being established.

Mr. Pietropaolo replied that there is no such policy, however, the Planning and Development Department has recognized that there is a need to convey more information to area residents generally about the group homes issue. Earlier this year, the department organized educational meetings for associations in each of the City Wards. The meetings were factual in nature and were used to provide information on the need for group homes, their purpose, how they function, etc.

Mr. Richards asked whether foster children are also included in group homes.

Mr. Pietropaolo replied that foster children can be placed in a group home setup.

A resident if there would be any difference in the tax rate for properties that are going to be rezoned from R2 to R3.

Mr. Pietropaolo said that the change in zoning would not affect the tax rate and that taxes are based on the use of the property, its size, etc., but not the zoning.

Mrs. Mary Lockhart asked whether group homes would be allowed in R3 districts.

Mr. Pietropaolo reiterated that group homes are already allowed in both R2 and R3 districts.

Mrs. Lockhart commented that the increase in density from Z2 to Z3 would be out of context.

Mr. Pietropaolo said that the increase in density would be from 0.6 to 1.0 which would allow a greater flexibility for owners who wanted to build additions. He added that many of the houses are already over the permitted density of 0.6 and require Committee of Adjustment approval for even small additions.

Mrs. Lockhart stated that many homes in the area are two storeys in height and said that, in her opinion, the maximum size should remain at the Z2 permitted density of 0.6 rather than that of the Z3 zoning.

Mr. Bianco complained about the smells in the area and the parking problem. He said that he is unable to park his car on Weston Road

and has no parking facilities on his property and wondered if he could lease some space on the vacant Hydro lands behind his property.

Alderman Shea said he would look into the matter for Mr. Bianco. It was also suggested that perhaps a group of residents could get together to lease some spaces since it may be difficult for Ontario Hydro to approve leasing only one parking space.

Mrs. Lockhart asked if nursing homes are permitted in R2 or R3 districts.

Mr. Pietropaolo said nursing homes are classified the same as convalescent homes and they are permitted in R3 districts but not R2 districts.

Mrs. Lockhart expressed concern about the residents living in nursing homes in that they have to be subjected to the smells and pollution in the immediate area. She felt that this area is not suitable for nursing homes or rest homes.

Mr. Pocklington asked if a business that is a legal non-conforming use could be leased or sold to someone else.

Mr. Pietropaolo replied that the zoning has no relevance in the selling or leasing of a business. Clarifying the matter further, he said that a legal non-conforming use can continue to exist indefinitely even under a different name or owner and it is only when there is a change in use that approval is required. When the land reverts to a use that is in conformity with the Zoning By-law, then a non-conforming use cannot be re-established.

Mr. Pietropaolo further explained that the commercial uses along Weston Road are normally not allowed in residential areas but, since these corner stores were established before the Zoning By-law was passed in 1953, they are permitted to operate indefinitely as legal non-conforming uses. He said that the proposed plan contains a provision, however, which would permit the establishment of a convenience store through a rezoning application and under certain conditions, such as providing a service for the benefit of the local community as opposed to a City-wide service.

Mr. Richards asked if there are any plans for the industrial land located south of the residential area, specifically, if it is to be rezoned to residential.

Mr. Pietropaolo replied that the lands are owned by Ontario Hydro and there are no plans to rezone them.

Mr. Singh from the Ministry of the Environment was asked to speak. He explained the function of the Ministry, their complaint system, monitoring procedures and control orders that they can issue to polluting companies. He pointed out that there has been a significant improvement of the air quality in the area since the inception of the Ministry in 1971.

A resident wondered if aside from the smell, there was a dangerous level of pollutants in the air.

Mr. Singh stated that the Ministry of the Environment cannot comment on aspects regarding health as the Medical Officer of Health is responsible in determining whether something is actually a health hazard.

Mrs. Lockhart asked if odours are considered pollution, to which Mr. Singh replied that they are.

Mrs. Lockhart felt that jobs would disappear if industries were chased out and that industry cannot be over-regulated. She added that the emissions from local plants have cleaned up 200 per cent over the past 15 years and said that the smells in the air depended on what was being processed, the weather, etc. She emphasized that the meat-packing houses should remain in the area.

Mr. Peacock stated that he has noticed a lot of pollution in particulate form in the summer. Mr. Singh suggested that, if Mr. Peacock lives on a major traffic route, this could be attributed to dust created by large traffic volumes. When Mr. Peacock stated that he did not live on a major traffic route, Mr. Singh could not determine what the problem could be. He indicated that he would investigate and suggested that residents call the 24-hour Ministry of the Environment line, 424-3000, when they have a complaint. He reiterated that all complaints are followed up.

A resident emphasized that it was important to make sure that the City's water and air supply is clean. Alderman Shea stated that, because of the City's constant monitoring and treatment of the water, it is probably cleaner than Perrier Water.

Mrs. Toyota complained about the trucks idling their engines since the resulting exhaust is very bad.

A resident asked if it is known what chemicals are being dumped and burned by Universal Drum.

Mr. Singh promised to follow this up and stressed that area residents call the Ministry of the Environment immediately if they notice black smoke coming out of the stacks at Universal Drum. The presence of black smoke would indicate that incineration is not taking place properly.

On a question regarding Banner Rendering, Mr. Singh said that they had installed a new system, a continuous cooker, which alleviated much of the smell. He explained that previously the company cooked their materials in batches.

As there were no further questions or comments, the meeting adjourned at 8:50 p.m.

Appendix D-1:

The City of Toronto Planning Advisory Committee
Michael Sutton, Chairman

invites you to attend a

P U B L I C M E E T I N G

Thursday, November 8, 1984
7:30 p.m.
George Bell Arena
215 Ryding Avenue

On September 19, 1984, the City of Toronto Planning Advisory Committee held a public meeting at the George Bell Arena to discuss the report "Stockyards Industrial District Part II Official Plan Proposal". The meeting was attended by approximately 150 people, many of whom had specific concerns regarding their own individual street or property. The Chairman agreed that it would be useful to have smaller, follow-up meetings to discuss the problems and issues in each of the residential sections of the district. The Planning Advisory Committee is, therefore, holding 4 additional informal meetings.

The meeting for your area - The St. Clair/Runnymede/Ryding Area - is scheduled for November 7, 1984.

For further information, please call Vince Pietropaolo at 536-2105.

Appendix D-2:

AREA #3 PUBLIC MEETING MINUTES
St. Clair/Runnymede/Ryding

7:30 p.m.
Thursday, November 8, 1984
George Bell Arena

Present: Approximately 35 residents
Phil Biggin, Planning Advisory Committee
Darryl Hogg, Ministry of the Environment
Vince Pietropaolo, Planning & Development Department
Diana Wajnblum, Planning & Development Department

The meeting commenced at 7:35 p.m. and was chaired by Mr. Biggin of the Planning Advisory Committee.

Following introduction of staff and officials, Mr. Pietropaolo, the area planner, explained that on September 19, 1984, the Planning Advisory Committee held a public meeting to hear comments from residents regarding the Stockyards Industrial District Part II Official Plan Proposals Report. Due to the large turnout, it was decided that the Planning Advisory Committee would hold four informal area meetings in order to enable residents living in each of the four residential pockets to express their concerns about their particular area. This meeting is being held to discuss Area #3, the St. Clair/Runnymede/Ryding residential neighbourhood.

Vince Pietropaolo outlined the boundaries of Area 3 and gave a brief description of its present and proposed zoning, noting the most significant change would be a change in zoning from R2 Z2 to R3 Z3.

The meeting was then opened to questions from the floor.

A resident asked who owned International Harvester. Mr. Pietropaolo replied that it is a large and well-established company and noted that their property on St. Clair Avenue West is for sale.

A resident asked why the school site has been left vacant for ten years. Mr. Pietropaolo replied that it is surplus to the Board of Education's needs. He added that the plan proposes that City Council look into the possibility of purchasing the site for a park.

A resident stated that he believed the York Parks Department has shown an interest in buying the school site. Another resident heard a rumour that Canada Packers will be extending their property to take over the vacant school site. He indicated that

he would prefer to have the property left vacant than to have Canada Packers expand.

A resident asked if there are any future plans for the stockyards to move. Mr. Pietropaolo replied that the Ontario Stockyards have no such plans.

Another resident asked if the City was encouraging the stockyards to stay. Mr. Pietropaolo stated that it is the City's policy to retain industry and the stockyards are a large part of this industrial area; therefore, the City is encouraging them to stay. The resident then said that, in his opinion, the stockyards should be moved out of the area.

A resident stated that he often notices white foam in the sewers. Mr. Hogg of the Ministry of the Environment said that this may be difficult to determine. He added that the Ministry is very active in the area and receives 70 to 100 complaints a year and, therefore, a lot has been done to clean the operations up and there has been a significant improvement.

A resident asked what kind of pollution controls are available to eliminate smell. Mr Hogg explained that, although there are scrubbers, carbon filters and other sophisticated equipment, odour is a difficult problem to eliminate completely.

A resident asked if the source of the noxious smells was the incinerator on Symes Road. Mr. Hogg said the incinerator was no longer in operation and that the facility is now a waste transfer station.

A resident felt that the biggest problem of smell is caused by the oil refinery at St. Clair Avenue and Keele Street.

Mr. Hogg was asked how accurate the Ministry of the Environment is at determining the source of any particular problem. Mr. Hogg replied that most of the complaints that are received tend to be related to weather conditions and some odours can be pin-pointed readily. He admitted that some odours are dispersed and it is then very difficult to assess the source.

A resident asked if there is any way of improving the appearance of the industries after the plan is passed. Mr. Pietropaolo replied that there are no specific provisions which deal with improvements to privately-owned properties. He added, however, that industries are encouraged by the City to undertake improvements and mentioned that the City also has an Industrial Improvement Programme which funds improvements to public property amenities such as lighting, tree-planting, etc.

When a resident asked if anyone had the power to stop the plan from being passed, Mr. Pietropaolo said that the process is open to the public forum so people have the opportunity to oppose or approve the plan during the various stages of approval. He emphasized, however, that City Council makes the final decision and their decision can still be appealed at the Ontario Municipal Board.

A resident asked if the proposed zoning changes would make some of the industrial uses on the north side of Ryding Avenue at Runnymede Road non-conforming uses. Mr. Pietropaolo replied that this area would be zoned I2 which would permit light manufacturing uses and motor vehicle repair shops, Class A, which includes mechanical repairs but would not allow motor vehicle repair shops, Class B, which includes body work. Thus, he explained, the latter would become legal non-conforming uses.

Mr. Hogg was asked how often industries are checked for compliance with Provincial pollution guidelines. He replied that the Ministry of the Environment inspects on a regular basis but that they also respond to all complaints. Mr. Hogg further indicated that air samples are taken in a special mobile unit but pointed out that there are no instruments which can analyze odours.

A resident expressed concern about the increasing volumes of traffic on Ryding Avenue. Mr. Pietropaolo noted that the Department of Public Works has been collecting data on the traffic volume on Ryding Avenue and found that many of the trucks and automobiles were using it as a shortcut to Keele Street.

Mr. Negridge asked what prompted the Stockyards Industrial District study. Mr. Pietropaolo explained that the City was losing a great number of industries and, in an effort to maintain its industrial base, adopted a policy of industrial retention. He added that the City recognized that this was one of the most important industrial districts and sought to determine what the best course of action should be. He said the study now confirms that this area is vital to the over-all industrial strength of the City and this is the reason it is being reaffirmed in the Official Plan and Zoning By-law. There has been a feeling of uncertainty in the area in the past few years and through this plan, the City hopes to restore a sense of stability for the future.

As there were no further comments or questions, the meeting was adjourned at 9:10 p.m.

Appendix E:

The City of Toronto Planning Advisory Committee
Michael Sutton, Chairman

invites you to attend a

P U B L I C M E E T I N G

Tuesday, November 13, 1984
7:30 p.m.
Osler Senior Public School
Gymnasium
315 Osler Street

On September 19, 1984, the City of Toronto Planning Advisory Committee held a public meeting at the George Bell Arena to discuss the report "Stockyards Industrial District Part II Official Plan Proposal". The meeting was attended by approximately 150 people, many of whom had specific concerns regarding their own individual street or property. The Chairman agreed that it would be useful to have smaller, follow-up meetings to discuss the problems and issues in each of the residential sections of the district. The Planning Advisory Committee is, therefore, holding 4 additional informal meetings.

The meeting for your area - The Old Weston Road Area - is scheduled for Tuesday, November 13,1984.

For further information, please call Vince Pietropaolo at 536-2105.

Appendix F:

Correspondence Received Regarding
Stockyards Industrial District
Part II Official Plan Proposal
(in the order in which it was received)

1. Commissioner, Department of Public Works (August 8, 1984)

"With reference to your letter of July 5, 1984 and the above noted report, dated April, 1984, I advise that I have no concerns respecting the recommendations contained therein."

2. Mary Lockhart, York Federation of Ratepayers (Sept. 19, 1984)

"Times change and with them the methods of earning a living, but never the need to earn a living. In early times, the earning of a living was part of living. Farmers, storekeepers, gildsmen, millers, etc., lived where they worked and raised their families there.

Then came the industrial revolution. Water power and horse power gave way to steam power. The little village, built around the water powered mills, either died and passed from knowledge or sought railroad construction routes because transportation became the greater need. So did the Junction triangle and the stockyards area come into being with the demise of Lambton Mills on the Humber River. Built at the intersection of great rail lines, east and west, and north from the hub of Toronto port facilities, it grew and prospered. Modest houses were joined by more elaborate ones as companies flocked into this centre of industry, Heintzman Piano, Maple Leaf Milling, Guerney Foundry, Sunlight Soap, CPR repair yards, stockyards, meat packing houses, paint companies, rubber companies, lumber companies, CCM and more. They provided work that the workers could walk to, and with a twelve hour work day, five and a half or six days a week, it was necessary for an organized community. Merchants with high quality merchandise established their businesses along Dundas Street and Royce Avenue. With the coming of the electric railroad, streetcars connected Weston, Lambton and Toronto to this area and the area prospered.

It is again time for the planners and Councils to stand back and look at our Metropolitan City, in all its parts, as has been done in this considered report. Industry is still the backbone of our enconomy and three of the main forces come together in this area, farming, lumbering and manufacturing which includes transportation. If people of the community are to be able to earn the money to pay the bills for services and enable the merchants

to maintain quality inventories and services, they must preserve the industry within the community from which the wage can be derived. If the industry is driven out, the community income drops and along with it the level of living possible to support.

There is, within a viable, self-supporting community, a nice balance between the cost of housing where people live, the industries through which they earn their living and the businesses equipped to support the purchase of their needs. Each area must maintain its ability to continue to perform its role. The residential must be separate, although a part of the whole. The merchants must experience a need from and a support of the residential which enables them to bear fully their responsibility to the community. The industries must be given a feeling of security, a reassurance of ability to grow and develop, and the satisfaction of being both needed by the community and holding a responsibility to the community. All must be charged with understanding of and pride in the community of which each forms a vital part.

The proposals put forward in this Report go a long way to establishing a community with a sense of purpose and viability.

The following part of this presentation was prepared for Federation by Mrs. Mary Lockhart and seeks to draw our members philosophy, policy and concerns to the attention of the Planning Department with regard to individual areas of the study.

The need for an industrial area, one free from the pressure of commercial competition, cannot be stressed strongly enough; for without industrial jobs, the number on unemployment rises as does the number on welfare. Full time industrial jobs raise the standard of living, provide a higher purchasing power and a better ability to pay taxes. The City of Toronto in realizing that there is a need for land zoned exclusively for industry has made a move to fill this void. The Stockyards Industrial District, covering over 240 acres, offers excellent access to Highways 400 and 401 via Weston Road and Black Creek Drive, and both CPR and CNR main lines, as well as main roads intersect this area providing access to the heart of the City of Toronto and the Port of Toronto. Furthermore, the surrounding communities can supply most of the work force needed.

The introduction of the "I" zoning system for industrial land will make it easier for industries locating or expanding in this area. The removal of as-of-right commercial from the zoning will further strengthen the industrial district, giving a boost, indirectly to the local shopping strips, for they will not have plazas or malls (in industrial areas) with which to compete. It should also be noted that, in the past year in the area, the following commercial establishments, three restaurants, one barber shop and one gas

station have closed down simply because their owners could not make a living. Permitting a commercial establishment at 207 Weston Road is not viable, for the community that it abuts is a small cul-de-sac located partly in the City of Toronto and partly in the City of York. The commercial strip both north and south of the site are having a difficult time at present and any further commercial development would act as their death warrant. The ideal use for this site would be light industry.

Environmental controls should be such that they do not over-regulate, giving industry reasons to move. Instead, a committee of City of Toronto, Ministry of the Environment, heads of industry and local residents should be set up to see what can be done whenever problems occur. In the past 15 years, the air pollution has been lowered over 200 per cent; now it is at a point where discomfort depends on the direction of the wind, the weather and what is being processed. No longer do the women of the surrounding area have to worry about rewashing their clothes on washday. The CPR engines at the round house spew no more cinders into the air, the incinerator no longer operates and the packing houses no longer use coke for steam generation. Unfortunately the same cannot be said of the water pollution. This is one area that the controls must be tightened. For example, the stockyards should have to cover the piles of manure because, when it rains, this wet manure and the acids affiliated with it run into the sewers. Pictures have been taken showing street cleaning trucks flushing feathers, poultry blood, etc., into the storm sewers in the area of the stockyards. This process should be stopped or these sewers should be connected to the sanitary sewers, thus eliminating any possibility of further compounding the pollution in the Humber River and Lake Ontario.

Industries, whether heavy or light, should be required to landscape and maintain the boulevards that they abut. A short drive through the study area will support this argument as most of the boulevards are not seen to be sodded, nor are they paved and weeds grow at will and are seldom cut. A prompting from the City of Toronto Works Department would soon rectify this problem. The heavy industry designation will allow primary recycling and bulk storage industries to locate within this area. These industries, some of which are located here at present, could improve their image by erecting privacy fences and, where necessary, store their bulk goods under cover. Their operations are, at times, messy but this does not mean their property has to reflect this image. Many of the industries located in the study area could use some type of privacy fencing along with a coat of paint.

The buffering of residential areas with general industry, rail corridors, natural ravines and landscaping will do much to lessen the impact of heavy industry on these areas that are on the fringe of the study area and will improve how the industries and their

workers feel about themselves and where they work. The establishment of arcades for pinball and electronic games in this area should not be allowed for these tend to become hangouts instead of just places of amusement, something that residential pockets do not need.

Three of the four residential pockets involved are very closely tied to the communities they abut in the City of York; in some cases, the local ratepayers' association represents residents of both cities. They share the same schools and recreation facilities. The report suggests a height of 12 metres or four storeys for new homes in the area. It should be noted that, in the study area, few homes exceed two and one-half storeys; therefore, the extra height would certainly not conform to the neighbourhood. The improvements in the frontage allowances are well thought out and would blend in quite easily to the surrounding district. To up the density of the residential pockets would also be out of character with the adjoining communities. These four pockets were built to serve the people who worked at Acme Screw and Gear, the meat-packing houses, the stockyards, the railroads, and other walk-to-work industries located in the area. The certainly have not lost that potential and should be left the way they are because homes for the low and moderate incomes are hard to find.

To place institutions and nursing homes on the fringe of the industrial district would not be in the best interest of those who would be using them. Surely, the sick and elderly need a quiet place in which to spend time, not one where the noise from car and truck traffic would be constant along with trains on the main lines which run all day and all night.

Encouraging all industries associated with the stockyards to locate in the same area is not only a wise idea, but a viable one when te cost factors involved are considered. The report by Kelljair Consultants has pointed out that the moving of the stockyards and associated industries would cost in the millions and they recommended that the complex be left the way it is at present. We agree.

The provision of parks in the industrial district is a very welcome idea for, as pointed out by the planner, the labour force certainly could use them, just as they use the areas of grass where they work. It also provides open green space which is so important and welcome in heavily concentrated areas such as the stockyards industrial district.

One important factor needing to be solved is the provision of adequate controlled parking which could be solved by a combination of private provision and public provision where private is not possible.

On the whole, the study has proven to be a very valuable one and one which, if followed, bearing in mind certain cautions brought forward in this presentation, would prove of inestimatable worth to the people of Toronto and, indeed, to all of Metro."

3. Peter C. Godsoe, President, The Board of Trade of Metropolitan Toronto (September 20, 1984)

"The Board of Trade of Metropolitan Toronto has reviewed and supports the recommendations contained within the Part II Official Plan Proposal for the Stockyards Industrial District.

The Board believes that the Stockyards Industrial District is an important component of the City's economic base, as it is one of the few heavy industrial areas within the City of Toronto. The Board agrees that industrial uses should be encouraged to remain in this area, in order to provide and retain much needed employment opportunities and assessment for the City.

The Board commends the City for its commitment in encouraging industry to remain in the Stockyards Industrial District. The District's proximity to the central core, its excellent labour supply and improved transportation network, are features which should encourage existing industries to remain in the area, and will aid the City in attracting new firms.

In conclusion, The Board of Trade strongly supports policies at the local level of government which are directed at retaining industry. The Board encourages the City to continue taking steps to resolve traffic circulation and environmental problems affecting the area. The Board of Trade urges the City to continue taking steps to revitalize the Stockyards Industrial District, an important contributor to the city and the Metropolitan Toronto economy."

4) Susan Giancoulas, Executive Administrator, S. Freedman & Son (October 16, 1984)

"Further to your letter of June 25, I would like to inform you that S. Freedman & Son supports the Official Proposed Plan. Our company has been at its present location since 1939 and has for a number of years been classified as a legal non-conforming use. We would, no doubt, welcome the opportunity to be considered a legal conforming use.

Over the years and especially of the past two to three, we have invested a lot of time, effort and money into what we call our own renewal project. We have made a firm commitment not only to improving our own buildings and property but to improving the

overall aesthetic appearance of the area. We have demonstrated that we are genuinely concerned about remaining a viable and productive corporate business and citizen within an industrial framework in the City of Toronto.

We are concerned about the industrial make-up of, not only our particular area, but of the City of Toronto in general as it would be reflected by an Official Plan.

If S. Freedman and Son Limited can be of any future help, please do not hesitate to contact me."

5. Alderman J. J. Piccininni, Chairman, North West Toronto Industrial Co-ordinating Committee (November 8, 1984)

"At its meeting of October 22, 1984, the North West Toronto Industrial co-ordinating Committee adopted a motion to inform City Council that it endorses and fully supports the recommendations contained in the Stockyards Industrial District Part II Official Plan Proposals report."

6. J. L. Ferguson, Senior Planner, Land Use and Environmental Planning Department, Ontario Hydro (December 10, 1984)

"Thank you for providing us with an opportunity to comment on the subject report. We have reviewed the proposals and have the following comments.

Ontario Hydro owns an existing transmission right-of way which crosses the subject area as shown in red on the enclosed photocopy of Map 9. Please note the inaccuracies in the original map which appears in the report. We ask that Map 9 be modified to accurately depict Ontario Hydro lands in the study area.

Ontario Hydro lands are presently zoned C3 V3 and C3 V2. This report proposes to rezone the lands I3 D5 and I4 D7. Map C proposes a height limit of 23 metres for the majority of our lands. Based on Section 16(1)(a)2 of comprehensive Zoning By-law 20623, our facilities would be required to comply with the proposed height requirements as a result of the new zoning. Given that our existing transmission towers exceed this height limit, they would become non-conforming uses. To avoid this potential problem, we asked that 'electric power facilities' be exempted from the by-law's height requirements.

In addition to the primary use of our lands for electric power facilities, there are also a number of secondary uses on our right-of-way through this study area. The secondary uses are garden plots, vehicle parking and commercial uses associated with

a lumber store such as materials storage. In addition, our right-of-way is used as a means of access to other properties in proximity to our right-of-way. Would you please advise if these secondary uses will continue to be conforming uses under the proposed zoning.

In view of the proposed I3 D5 and I4 D7 zoning of our lands, our electric power facilities would be required to comply with, in addition to height, the other requirements of Section 16 - General Exceptions (1)(a)2 of Zoning By-law 20623. This subsection stipulates compliance with the landscaped open space, common outdoor space, lot line set-backs and spacing of facing external walls requirements. Please advise that these requirements would be as they relate to our lands and facilities.

Should you require additional information or wish to discuss these matters, please contact me at 592-3996."

7. Tiit Tralla, Trallas' Realty Holding Company (December 31, 1984)

"I act on behalf of the owners of the property at 731 Runnymede Road, Toronto, which is the corner property at the north-east corner of Runnymede Road and Ryding Avenue, having a frontage on Runnymede Road of 160 feet and Ryding Avenue of 175 feet.

Please note that I am filing an objection to the proposed Official Plan only as pertaining to the zoning of the above-mentioned property.

I submit that the zoning for the above-mentioned property be proposed as I3 D5 rather than I2 D2.

The building on the property contains a motor vehicle repair shop, Class "B". An I2 zoning would make the property use non-conforming from a presently conforming use. The building has traditionally housed industry, as at present, allowable by I3 and not by an I2 zoning, eg., a metal products factory.

By looking at the Proposed Zoning Map B, an I3 D5 zoning for the property would not be inconsistent at all with the other I3 D5 zonings in the industrial buffer area. This zoning would enhance the overall Stockyards Industrial District by helping to preserve the industrial character and reaffirm the area as suitable for a wide range of industrial uses."

8. Commissioner, Metropolitan Planning Department (February 20, 1985)

"We have reviewed the above-noted Part II Official Plan and advise as follows.

Generally, we support the proposed Part II Plan and zoning for the Stockyards Industrial District as they are aimed at protecting and enhancing the area for existing and future industrial use. This is consistent with the industry policies set out in Section 3.E and 5.D of the Metropolitan Official Plan.

However, Subsection 2.7(iii) of the Recommendations Sections states:

'2.7 It is the objective of Council to create a traffic pattern within the Stockyards Industrial District so as to alleviate traffic congestion by:

iii) discouraging commuter through traffic by maintaining the existing road widths of Weston Road, Keele Street, Parkside Drive and Old Weston Road.'

These roads are Metropolitan arterial roads, shown on Figure 9 of the Metropolitan Official Plan, with rights-of-way to remain as existing pending the completion of a traffic management study to be undertaken jointly with the City. This study is now scheduled for completion in 1985. It could call for increased rights-of-way or increased pavement widths within the existing rights-of-way.

In any event, as suggested in other recent cases, the City's objectives with regard to road widenings are inappropriately phrased and misleading if they do not acknowledge Metropolitan jurisdiction. We would therefore request that Subsection 2.7(iii) be reworded to include the Metropolitan jurisdictional context in which the City's objectives may be pursued.

We would be pleased to discuss this matter further if requested."

Appendix G:

5. SUMMARY OF RECOMMENDATIONS (FROM PROPOSALS REPORT)

PART II OFFICIAL PLAN

That the following statements and maps be considered for the purpose of amending the Official Plan for the City of Toronto Planning Area.

1. INTERPRETATION

1.1 For the purpose of amending the Official Plan for the City of Toronto Planning Area, the Stockyards Industrial District is defined as the area within the solid dark line as shown on Map A.

1.2 This amendment is deemed to be Part II of the Official Plan for the Stockyards Industrial District.

1.3 The boundaries of the Heavy Industrial Area, General Use Areas, Low Density Residence Areas and Local Parks are as set out on Map A which forms part of this amendment.

1.4 The text and maps of Part I of the Official Plan shall continue to apply to the Stockyards Industrial District, except in cases where the text and maps of this amendment are in conflict therewith, in which case the text and maps of this amendment shall prevail.

2. GENERAL

2.1 The Stockyards Industrial District is a predominantly heavy industrial area. It has historically been dominated by the Ontario Stockyards, a large concentration of meat-packing and related industries, and a wide range of other manufacturing and heavy industrial uses. Around its periphery, the area contains a number of small pockets of housing, and a mix of retail, service, and light industrial uses, all of which constitute minor land use components within the area. Consistent with the City's policy to maintain and strengthen its industrial base, it is the policy of Council to preserve the Stockyards Industrial District as one of the City's major industrial areas. To this end Council shall use its powers of regulation and review to maintain the area for the meat-packing sector, in particular, and heavy industrial uses, in general.

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Industry

2.2 It is the objective of Council to encourage the retention of the City's employment base and to improve industrial employment opportunities in the Stockyards Industrial District. Accordingly, Council shall use its powers of regulation and review to:

i) reserve those areas of the Stockyards Industrial District which are primarily industrial in use for continued industrial and related uses;

ii) restrict commercial uses to lands in the vicinity of St. Clair Avenue West and Runnymede Road, and St. Clair Avenue West and Old Weston Road;

iii) restrict residential uses to those existing residential areas where there is a minimum of environmental and functional conflicts with nearby and adjacent industrial areas;

iv) encourage the redevelopment of underutilized industrial land with new industrial uses; and

v) encourage the relocation of legal non-conforming industrial uses within the City to appropriate areas of the Stockyards Industrial District, in accordance with Section 9 of Part I of the Official Plan.

Housing

2.3 It is the objective of Council to recognize those small residential components in the Stockyards Industrial District which are deemed to be viable and stable, and suitable for households of low to moderate income. Council shall therefore employ its powers of regulation to preserve and maintain existing housing, where appropriate, and seek to provide resources to assist and encourage residents in the maintenance and improvement of their properties.

Commerce

2.4 It is the policy of Council to maintian a level of commercial service appropriate to meet the convenience, retail and service needs of the local resident population and to enhance the appearance and amenities of existing shopping area, having regard for those residential areas which may be beyond the boundaries of the Stockyards Industrial District. Accordingly, Council shall permit commercial and service uses along portions of St. Clair Avenue and Old Weston Road.

Parks

2.5 In order to provide the local resident population and the large local work force with a reasonable level of recreational amenities, it is the policy of Council to increase local park and recreational facilities in the vicnity of the asterisks as shown on Map A by:

i) leasing vacant land on St. Clair Avenue from the Board of Education;

ii) using the unopened Maybank Avenue road allowance to provide a road hockey pad;

iii) acquiring land in the Keele/Mulock areas for parks purposes; and

iv) employing its powers of review to encourage industry to implmenet landscaping programmes and other measures in order to improve the visual appearance of their facilities.

Environment

2.6 It is the objective of Council to provide for a satisfactory level of environmental quality within the Stockyards Industrial District by seeking to control,

through the Ministry of the Environment and other agencies, the effects of environmental contaminants from local industrial areas, such as:

i) odours from the meat packing and rendering plants;

ii) housekeeping deficiencies;

iii) excessive dustfall;

iv) improving loading facilities of beef by-products, such as enclosing certain operations, thereby mimizing odours; and

v) proper transportation of beef by-products, such as hides.

Transportation

2.7 It is the objective of Council to create a traffic pattern within the Stockyards Industrial District so as to alleviate traffic congestion by:

i) encourage the efficient movement and access of industrial vehicles associated with local industrial uses;

ii) encouraging the greater use of off-street parking facilities, and in particular, the creation of parking facilities for certain firms located on Glen Scarlett Road; and

iii) discouraging commuter through traffic by maintaining the existing road widths of Weston Road, Keele Street, Parkside Drive and Old Weston Road.

Building Height

2.8 In recognition of building height as an essential element in limiting the impact of new non-residential devleopment on nearby residential areas, and in maintaining a consistency of low-rise building forms and streetscapes in residential areas, it is the policy of Council to limit the height of buildings in the Stockyards Industrial District.

3. HEAVY INDUSTRIAL AREAS

3.1 The Heavy Industrial Area shall be regarded as a major, stable industrial area which is vital to the maintenance of the City's industrial base. It is the objective of

Council to ensure that sufficient lands are available within the Heavy Industrial Area to accommodate the widest possible range of industrial uses, including meat-packing, as well as those primary and other industries involved in the processing, recycling or storage of raw and other materials, provided that they have a need for a City location and do not emit harmful materials or gases.

4. GENERAL INDUSTRIAL AREAS

4.1 The General Industrial Areas shall be regarded as stable area containing a wide range of industries except those which may have a detrimental effect on other industrial uses.

4.2 In General Industrial Areas, Council may pass by-laws to permit industrial buildings or uses which are generally compatible in terms of environmental impact with a wide range of industrial uses, having a gross floor areas of up to 5.0 times the area of the lot.

4.3 Prior to passing by-laws referred to in Section 4.2 to permit industrial buildings in General Industria Areas, Council shall have regard for:

i) the provision of adequate car and truck access and parking and loading facilities;

ii) the impact of such industrial buildings or uses on the surrounding area in terms of traffic flows, building forms, and relationships to neighbouring buildings or uses;

iii) the expected impact of noise, dust, fumes, odours, and vibrations on the nearby or adjacent non-industrial uses; and

iv) landscaping and other provisions to ensure pleasant visual features for the nearby or adjacent non-industrial uses.

5. RESTRICTED INDUSTRIAL AREAS

5.1 The Restricted Industrial Area shall be regarded as a stable industrial area containing a limited range of industrial uses which are environmentally compatible with adjacent Low Density Residence Areas.

5.2 In Restricted Industrial Areas, Council may pass by-laws to permit industrial buildings or uses which have a minimal environmental impact on neighbouring buildings or

uses, having a gross floor area of up to 3.0 times the area of the lot.

5.3 Prior to passing by-laws to permit industrial buildings or uses up to the maximum density provided for in Section 5.2 in the Restricted Industrial Area, Council shall have regard for:

i) Section 4.13 of Part I of the Official Plan, pertaining to car and truck access, parking and loading facilities, and the impact of industrial buildings or use on the surrounding uses or areas;

ii) the potential impact of any such industrial use on the adjacent residential area, in terms of pollutants such as odour, fumes, dust, and noise; and

iii) the desirability of ensuring that the compatibility with adjacent uses of any such industrial building or use is enhanced by providing for adequate setbacks, landscaping, buffering, screening, or fencing.

GENERAL USE AREAS

6.1 The General Use Areas shall be regarded as areas containing a mix of commercial, institutional, residential, and a limited range of industrial uses which are environementally compatible with adjacent and neighbouring uses.

6.2 In General Use Areas council may pass by-laws to permit:

i) industrial buildings or uses which are environmentally compatible with adjacent and neighbouring uses, having a gross floor area of up to 2.0 times the area of the lot; or

ii) commercial and/or institutional buildings or uses having a gross floor area of up to 2.0 times the area of the lot; or

iii) building containing only residential uses up to a maximum residential density of 200 units per hectare; or

iv) buildings containing a mix of industrial, commercial and/or institutional uses, having a total gross flor area up to 3.0 times the area of the lot, provided that the total gross floor area of the commercial

and/or institutional component of any such mixed use building does not exceed 2.0 times the area of the lot; or

v) buildings containing a mix of residential uses and commercial and/or institutional uses at densities within the limits detemrined by the following mixing formula:

$$\text{Non-Residential Density} + \frac{\text{Residential Density}}{40} = 2.5$$

provided that the residential density does not exceed 200 units per hectare and the non-residential density does 2.0 times the area of the lot.

7. LOW DENSITY RESIDENCE AREAS

7.1 The Low Lensity Residence Areas shall be regarded as stable, residential areas. Housing in a variety of building forms shall be encouraged, to complement existing housing stock in the area, including semi-detached houses, duplexes and walk-up apartments.

7.2 In Low Density Residence Areas, Council may pass by-laws to permit:

i) residential buildings having a gross floor area up to 1.0 times the area of the lot provided that appropriate regard is had for the effect upon the stability and general residential amenity and character of the Residential Areas and surorunding areas; and

ii) upon application therefor by the owner of a lot, commercial retail uses of a local convenience nature and eating estalbishments intended to serve the needs of local residents and local industrial employees, which are not fulfilled by existing convenience stores and eating establishments, provided that:

a) any such lot is located at the intersection of two streets, except in the case of a lot which contained such a use prior to December 31, 1983;

b) any by-law enabling such use permits a specifically named use or uses;

c) any such use is restricted to the ground floor of a building; and

d) regard is had for the compatibility of any such use with adjacent residential uses.

8. IMPLEMENTATION

8.1 PROPOSED AMENDMENT TO ZONING BY-LAW

8.1.1 It is recommended that the use and gross floor area provisions of Zoning By-law be amended as they apply to the Stockyards Industrial District, in accordance with Map B.

8.1.2 Height of Buildings

It is recommended that the Zoning By-law be amended, as it applies to the Stockyards Industrial District, to limit the height of buildings, excluding chimneys, vents, mechanical equipment and structures required to house such elements in accordance with Map C.

8.1.3 I.4 Zoning District

It is recommended that the Zoning By-law be amended as it applies to the Stockyards Industrial District, so as to permit within I.4 districts, all I.1, I.2 and I.3 uses, and those industrial uses classified as C4 which are not presently permitted in I.4 districts.

8.1.4 Repeal of By-law 220-77 (Section 16(2)(ssss)

It is recommended that Section 16(2) (ssss) of the Zoning By-law be repealed.

8.1.5 Repeal of General Amendments to the Zoning By-law

It is recommended that Section 16 (1) (iii) and Section 16(2) (ccccc) of the Zoning By-law, as they apply to certain lands in the Stockyards Industrial District, be repealed.

8.1.6 Repeal of ite Specific Amendments to the Zoning By-law

It is recommended that the following site specific amendments to the Zoning By-law be repealed:

i) By-law 162-79 (Section 16(2) (128);

ii By-law 370-79 (Section 16(2) (128); and

iii)By-law 150-79.

8.1.7 Disposition of Section 12G and Section 15

It is recommended that the City Solicitor be requested to report, in consultation with the Commissioner of Planning and Development, on the matter of disposition of Section 12G (I.4 districts) and Section 15 (C4 districts) of the Zoning By-law, having regarding for Section 8.1.3 of this report.

8.2 DEVELOPMENT REVIEW

It is reocmmended that the City Solicitor be requested to prepare a draft by-law pursuant to Section 40 of The planning Act, to apply to certain lands known in the year 1983 as No. 4 Turnberry Avenue, 658 1/2 Old Weston Road, 100 Symes Road, and 2336 St. Clair Avenue West as is shown on Map B.

9. OTHER ACTIONS

9.1 It is recommended that City Council request the Ontario Ministry of the Environment, in consultation with municipal officials where appropriate, to conduct a comprehensive study of air quality in the Stockyards Industrial District, examining odour, noise, and other emissions produced by local industries, and recommending ways of improving the environment, particularly ways of minimizing odours associated with the meat-packing

industry, and further, that such study be considered as a matter of high priority and be completed during the year 1984.

9.2 It is recommended that City Council consider the estalbishment of an on-going "Advisory Committee on the Environment", composed of local industry, Provincial officials, municipal officials, and others, having the general task of examining all aspects of the environment in the Stockayrds Industrial District, and advising City Council on matters of environmental concern, including actions of a preventative nature to be taken by private industry and/or government bodies, with regard to both the intentional and potential discharge of pollutants into the environment.

9.3 It is reocmmended that the Commissioner of Parks and Recreation, in consultation with the Commissioner of Planning and Development, be requested to report on:

a) the feasibility of acquiring a vacant parcel of land at 2352 St. Clair Avenue West, formerly occupied by St. Clair Public School, and owned by the Toronto Board of Education, by purchasing or through a long-term lease, and establishing thereon a park, having particular regard for the large working population in the area; and

b) the feasibility of land acquisition for parks purposes in the Murlock-Hirons Streets area, for the benefit of residents and workers and to improve the general appearance of the area.

9.4 It is recommended that City Council re-affirm the Industrial Improvement Programme of the North-West Toronto Industrial Co-Oridnating Committee, and encourage industrial firms to undertake physical improvements of their properties, by landscaping and other means, consistent with said programme, and to this end, request the Commissioner of Planning and Development to take necessary action, and to also assit private firms in matters of design, where appropriate.

9.5 It is recommended that the Commissioner of Planning and Development be requested to investigate potential industrial development opportunities within te Stockyards Industrial District, by identifying underutilized or vacant sites that are viable for redevelopment, by identifying industrial establishments within the City which require or would benefit from relocation to the Stockyards Industrial District, and by taking necessary

actions to aid in potential relocations and/or redevelopments, having particular regard for industries involved in meat-packing, food processing, and labour-intensive manufacturing.

Appendix H:

Extract from the Report of
The Beef Marketing Agency Commission
to The Minister of Agriculture and Food

August 13, 1984

Role of the Ontario Public Stockyards and Community Sales

With the exception of private treaty sales, all sales options will remain in their present form. The Ontario Public Stockyards, the related commission firms and the community sales will continue to operate as private enterprises providing marketing services based on cattlemen's needs for the services and their willingness to pay for them.

As was outlined earlier, each of these sales agents will be licenced by the Agency. This licencing process is not intended to interfere with any agent's desire to modify the services he offers, but rather to ensure that the services meet certain basic requirements, such as competitiveness, financial responsibility and settlement procedures as established by the Agency. This approach is in keeping with the Commission's conclusions that private enterprise should continue to provide the marketing services needed and that the producer Agency should monitor each agent to ensure that they operate in the producers' best interests.

Role of the Ontario Public Stockyards

The present Stockyards facilities were designed to handle cattle delivered primarily by rail and sold on a private treaty basis. Over the years, significant changes have occurred. An increasing proportion of cattle have been delivered by truck. The auction method of selling was adopted. While these developments changed the flow of livestock through the Stockyards facilities, the basic structure of the facilities remained unchanged.

Today, the Stockyards continues to be one of the main centres of beef cattle marketing in Canada. However, the layout of the yards is not conducive to the marketing system in use, resulting in inefficient movement of cattle through the yards. The capital expenditures required to reconstruct the facilities to suit the current marketing methods cannot be justified by the income from yardage fees. It is obvious that major decisions concerning the future of the Stockyards are required.

The Value of the Ontario Public Stockyards

The Ontario Public Stockyards is seen by many cattlemen as the price-setting market for slaughter cattle as this market is generally one of the highest cattle markets in North America. Producers look to the Stockyards' prices to evaluate the market and to decide their own marketing strategy. They are likely to continue to see the Stockyards as a key source of market information.

There are several other ways in which the Stockyards provide a valuable service to the Ontario cattle industry:

1. The Stockyards is a valuable option for all producers. The Stockyards has always provided service to large and small producers alike.

2. The volume and wide range of cattle types allows specialty buyers and smaller plants the opportunity to buy slaughter cattle in the numbers and of the type required.

3. The Stockyards is a major market for stocker cattle, cows and sheep.

There is no doubt that the Ontario Public Stockyards has provided an essential marketing service in the past and that cattlemen will continue to look to this market as a major cattle trading centre in Ontario.

The Location of the Stockyards

It has often been suggested that the Ontario Public Stockyards should be relocated. Those who make the suggestion state that the access to the yards is difficult and that the number of packing plants, particularly major plants located in the area, has decreased. They also point to the design of the yards and the great cost of a major reconstruction of the facility at the present location.

The Commission has carefully considered this issue, as the Stockyards plays a vital role in the cattle marketing system. While a new facility located elsewhere may appear to be a reasonable and needed goal, such a proposal is not without a number of difficulties.

1. While some of the major packers have relocated, there is still no other single location that would offer a greater concentration of buying power. As well, new small plants have recently located in the area.

2. It is anticipated that it would be very difficult to acquire a suitable site for the construction of new Stockyards facilities. The nature of the operation requires satisfactory water and sewage facilities which are seldom available at country locations. Additionally, it is doubtful if any useful location could be found which would not be firmly opposed by the residents of the area. These factors, coupled with stringent environmental regulations, could make relocation a costly, porlonged process.

3. Attempts to move terminal markets in other provinces and the United States have, in many cases, preceded their demise.

It must be pointed out that the access problem has been largely resolved with the opening of Black Creek Drive which allows trucks to move quickly to within a short distance of the Stockyards.

Recommendations:

It seems clear that the Ontario Public Stockyards will continue to play a major role in livestock marketing in the foreseeable future. However, it is equally clear that some action must be taken to improve the facilities offered to livestock producers.

The Commissioner therefore recommends that a multi-year plan be developed to redesign and reconstruct the Stockyards facilities at the present location (Recommendation 8.1). It is recognized that a major part of the funding for this plan must come from the Government of Ontario, if this necessary market is to continue.

A redesigned, renovated facility would enable the Stockyards Board to provide an efficient, high-quality marketing service to all livestock producers, and to clean and disinfect the facilities more frequently than the present once per year requirement.

RECOMMENDATIONS: CHAPTER 8
Role of the Ontario Public Stockyards and Community Sales

8.1 That a multi-year plan be developed to redesign and reconstruct the stockyards facilities at the present location.

8.2 That provincial legislation be changed to allow community sales to sell slaughter cattle on successive days without the requirement to clean and disinfect between sale days, provided that stocker cattle are kept separate from slaughter cattle.

Appendix I:

Report from the Commissioner of
Parks and Recreation Department
regarding the proposed park at
2352 St. Clair Avenue West
(April 1, 1985)

"City Council, at its meeting held on March 25, 1985, considered various reports concerning the disposal of Board of Education lands located at 2352 St. Clair Avenue West. Council recommended that I, in consultation with the Commissioner of Planning and Development, report on 'the feasibility of acquiring a vacant parcel of land at 2352 St. Clair Avenue West, formerly occupied by St. Clair Public School and owned by the Toronto Board of Education, by purchasing or through a long-term lease and establishing thereon a park having particular regard for the large working population in the area.'

I have had discussions with the Commissioner of Parks and Recreation for the City of York and with Michael Rose, the Comptroller of Buildings and Plant for the Toronto Board of Education. Mr. Rose advised on behalf of the Board that the Board's position has not changed from that of earlier correspondence which is already on file. However, he did indicate that he would be in a position to recommend an extension. His position is that it is costing the Board money not to have this property on the open market and therefore, if the City wishes the property to remain off the market, the City should then pay the Board for the monies lost due to the fact that the property is not available for sale.

In exploring the possibility of leasing with Mr. Rose, he advised that this is not an attractive option for the Board as they are in need of the proceeds from the sale for their capital programme. Before he would consider recommending a leasing proposal, the terms would have to be exceedingly attractive to the Board which would mean that it would be unlikely the terms would be satisfactory to the City.

In discussing this matter with the Commissioner of the City of York, he advises that there are many other areas in the City that are deficient in parkland and that these areas would have priority over the area surrounding 2352 St. Clair Avenue West. The park is bounded on two sides by Toronto, does not have a very large residential component and the City has just spent considerable funds on developing a park immediately north of this particular site. The only reason that the City of York would be interested in this property is that it has parkland adjacent to it. The Commissioner advises that if the property could be purchased for a

modest sum, he would then consider recommending it. However, he could not do so based on the present suggested purchase price.

My position is very similar to that of the Commissioner in the City of York. In fact, in June of 1984 I advised the Commissioner of the City Property Department that I had no interest in this site as potential park property. Runnymede Park is located immediately south of St. Clair and this park serves the needs of the residents in this area. If the land were available for purchase at a very modest sum or if it were available on a long-term lease for a nominal amount, then consideration could be given. However, as is the case in the City of York, there are many other areas in the City of Toronto that have been designated as either having no parkland or being deficient in parkland and these areas would have to have priority over this particular site.

Recommendation:

That this report be received."